Operations Primer

Operations Primer

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Hostler

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Yard Limit

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Through Freight

Operations Primer

Terminology - Jobs

Conductor – Part of a 2 man crew, responsible for directing the engineer and ensuring that all moves are completed.

Dispatcher – Overall traffic cop, responsible for issuing clearances, avoiding collisions and solving meets between trains.

Drill – Part of the yard crew, responsible for making up and breaking down trains at the direction of the Yard Master.

Engineer – The one with the throttle, responsible for the safe movement of the train, obeying speed restrictions and not going past clearance limit.

Hostler – Part of the yard crew, responsible for all locomotive movements and servicing.

Local – Switchman at a local industry or a town, responsible for all pickups and setouts in his area and to ensure pickups are ready for arriving trains.

Road Crew – Crew that takes a train over the road from origin to final destination, responsible for all train movements according to orders.

Superintendant – The big cheese, the boss, the final decision maker for all disputes, and the owner of the railroad.

Yard Master – Part of the yard crew, responsible for running the yard, all movements within yard limits, and coordination with dispatcher for crews.

Operations Primer

Terminology - Trains

Express – A train that has priority over most other trains because it is carrying priority goods such as perishable items.

Extra – A train that is not on the published schedule, usually a freight train.

Local – A short train that originates in the yard and services the industries in the same local area.

Passenger – A train carrying paying customers, usually on the time table schedule and usually has priority over other trains.

Through Freight – A freight train that is simply going from it's origin to it's final destination and normally does not perform any switching at locations enroute. Occasionally, it will drop off cuts of cars and pick up cuts but does not actually switch the industries.

Turn – A train where the origin and the final destination are the same and it typically has a midpoint location where switching is done, the train is turned around and returns back to it's origin in the opposite direction it came from.

Way Freight – A freight train that makes several enroute stops and switches industries at those locations.

A Superior Train – A train that has right of way over another, usually based on Class then direction of travel.

Operations Primer

Terminology - Other

Call Board – A signup board listing all the trains being run during the session with their departure times. This allows road crews to pick and choose the trains they want to run.

Clearance Limit – An intermediate limit that the train can not go past until cleared by the dispatcher. Typically used when the trackage ahead is being used by another train.

Crew Call – A call by the dispatcher for a crew to man a specific train and begin work.

Fusee or flagman (Rule 99) - A red fuse or flag placed on the mainline to warn approaching trains that the mainline is fouled by a train working the area.

OS – On Station report to the dispatcher, allows the dispatcher to follow train movements and prevent cornfield meets.

Time & Trackage – Clearance from the dispatcher to use the mainline for switching, usually comes with a time.

Yard Limit – The point where the yard authority ends and the trackage is under dispatcher control.

Operations Primer

Terminology - Trackage

Facing Point – A move where the locomotive is between the car and the switch points requiring a run-around to make the move.

In the Hole – Waiting on a siding for another train to pass.

Local Move – A move where a car is pulled from one location and spotted at another location within the same town.

Mainline – The main trackage between towns, every effort should be made to remain clear of the mainline when working a town. If not possible then clearance from the dispatcher is required to work the mainline.

Run Around – A move where the locomotive uses two tracks to place itself on the other end of a car that needs to be spotted at a facing point location.

Saw By – A move by two trains to pass each other when the first train to arrive is longer then the longest siding. When the second train arrives it takes the siding and the first train can then move past the turnout opening up the turnout behind it for the second train.

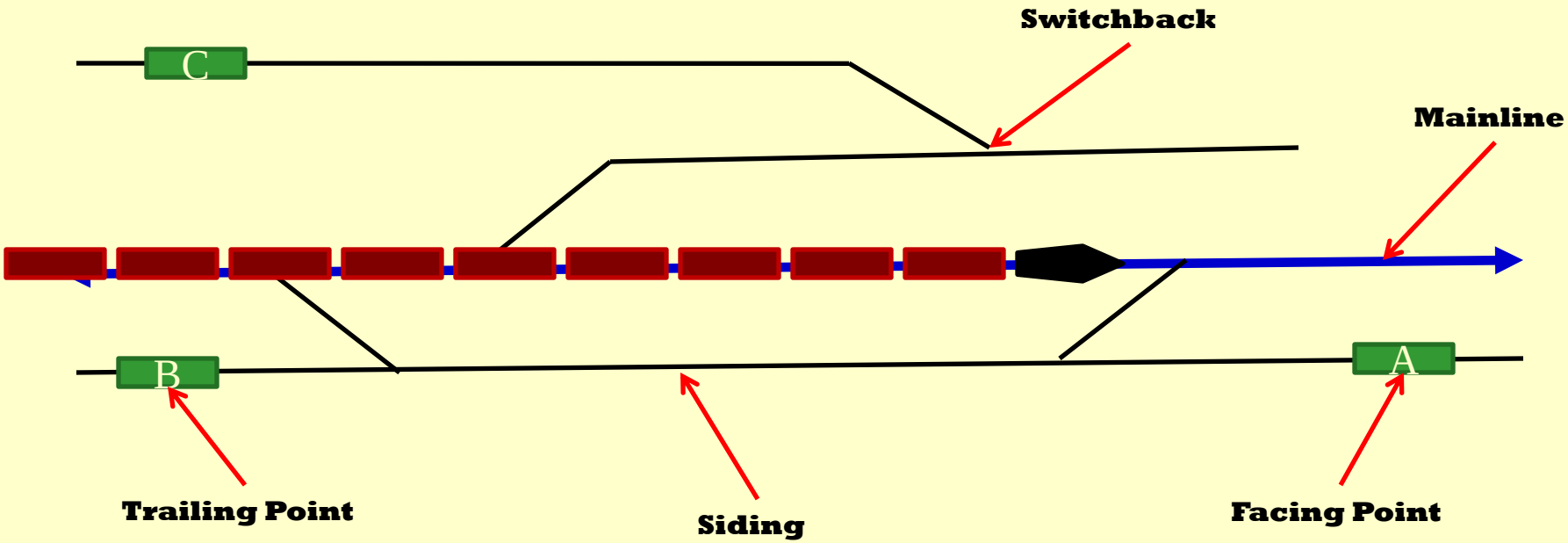
Siding – A secondary track, usually parallel to the mainline that is used for switching and passing during meets.

Switchback – A series of short legs that seesaw across the terrain to gain access when a straight run is not possible.

Trailing Point – A move where the car being switched is between the locomotive and the industry.

Operations Primer

Terminology - Trackage



Saw By

Local Move

In the Hole

Run Around

Operations Primer

Terminology - Systems

Car Cards – A system where each car has a card that is used to inform the engineer where that car is to move to. Normally the routing card is not rotated during the session resulting in that car only making one move during a session. The Superintendant normally rotates the cards between sessions.

Switch Lists – A list that is used to inform the engineer what cars to move from where to where. Usually this is organized by location and lists the "pick-ups", the "set-outs", and any "local moves" to be performed at that location by a specific train.

Time Table – A table that delineates times that scheduled trains are to be at specific locations. This is usually accompanied by a Train Order which tells the engineer what moves to make.

Track Warrant – Replaced TT & TO about 1980 where dispatcher issues authority for usage of a particular section of track for a given time. Requires two-way communication, allows dispatcher more flexibility and is simple to use as long as crews follow instruction exactly.

Train Order – Orders, verbal or written, from the dispatcher used in conjunction with the Time Table and direct what a specific train is to do and when.

TT & TO – Time Table and Train Order

Operations Primer

Car Cards

Commercially available system

KIND_____**AAR**____
R.R./No._____
DESC._____

EMPTY CAR
RETURN TO:

_____

_____

Car Sleeve – one per car

Waybill
2 sided,
4 destinations

WAYBILL **1**
VIA_____
TO_____
RCVR_____
FROM_____
SHIPPER_____
CONTENTS_____

WAYBILL **2**
VIA
TO
RCVR
FROM
SHIPPER
CONTENTS

Operations Primer

Car Cards

Waybill with multiple destinations

ATSF
Refrigerator 50730

SF to DRGW
Winter Park Brewery
DRGW to SF
WB SF
Kansas Ave. Warehouse
SF to KCS
Liberty Fruit
EB KCS
KCS to SF
WB SF

Operations Primer

Timetable and Track Order

Rocky Mountain Central

	Southbound Trains				TIME TABLE No. 27 August 12, 1956			Northbound Trains				
	Second Class		First Class					First Class		Second Class		
	No. 31 Salida Turn	No. 21 Leadville Express	No. 5 Limited	No. 3 Daylight				No. 4 Zepher	No. 6 Prospector	No. 20 Coal	No. 32 Salida Turn	
<----------Read Down	**9:00**	**10:10**	**14:00**		Dep	**Denver**	Arr	20:30		14:53	16:33	Read Up---------->
	10:18	11:28	15:18		Arr	**Pueblo**	Dep	19:12		13:35	15:15	
			15:23		Dep		Arr	18:42				
	11:23	12:33	16:28		Arr	**Salida**	Dep	17:37		**12:30**	**14:10**	
			16:43		Dep		Arr	17:07				
		13:58	18:08		Arr	**Leadville**	Dep	15:42				
			18:23		Dep		Arr	15:12				
			19:07		Arr	**Glenwood Springs**	Dep	14:28				
			19:22	**8:00**	Dep		Arr	13:58	17:28	21:40		
			20:47	9:25	Arr	**Orestod**	Dep	12:33	16:13	20:15		
			21:02	9:55	Dep		Arr	12:13	15:43			
			22:31	11:24	Arr	**Kremmling**	Dep	10:44	14:14	18:46		
			22:46	11:54	Dep		Arr	10:14	13:44			
			23:58	13:06	Arr	**Sulphur Springs**	Dep	9:02	12:32	17:34		
			0:13	13:36	Dep		Arr	8:32	12:02			
			0:45	14:08	Arr	**Denver**	Dep	**8:00**	**11:30**	16:30		

Operations Primer

Switchlists

Rocky Mountain Central

MANIFEST for TRAIN 27

Train – Wayfreight

FROM: DENVER TO: GLENWOOD SPRINGS

Departing at 12:30 on Route DEN-S-GLEN

INSTRUCTIONS TO CREW

Hold on mainline in Salida until No.4, the Zepher, clears
Onto the passenger siding.

Conductor_____

Actual Departure_____

DENVER

Engine(s)

RMC 4-8-2 #1526 Throttle 1526

Pickups (7)

C5	D&RGW	Hop – ore	5091	Black
C6	D&RGW	Hop – 2bay	65300	Black
C1	GM&O	Box	5525	Tuscan
C2	ATSF	Box	138082	Tuscan
C5	D&RGW	Gon – Scr	01360	Black
C3	TCX	Tank-Oil	270	Silver
C1	TUX	Refer	5101	Green
Caboose Trk	D&RGW	Caboose	10685	Tuscan

--Depart at 12:30, 7 cars, 929 Tons, 556 Feet

PUEBLO – Arrive at 12:55

Local Moves (1)

Bubba's Brewery GBX Refer 4409 to Ed's Ice House

PickUps (1)

Ed's Ice House MDT Refer 11142 to GLENWOOD S

SetOuts (2)

Calhoun Brs P D&RGW Hop-ore 5091

Calhoun Brs P D&RGW Hop-2ba 65300

--Depart at 13:51, 6 cars, 866 Tons, 545 Feet

SALIDA – Arrive at 14:06

PickUps (2)

SG Transfer RI Box 15598 to LEADVILLE

SG Transfer RMC Box 96351 to GLENWOOD S

SetOuts (3)

DG Transfer ATSF Box 138082

DG Transfer GM&O Box 5525

SG Transfer D&RGW Gon-Scr 01360

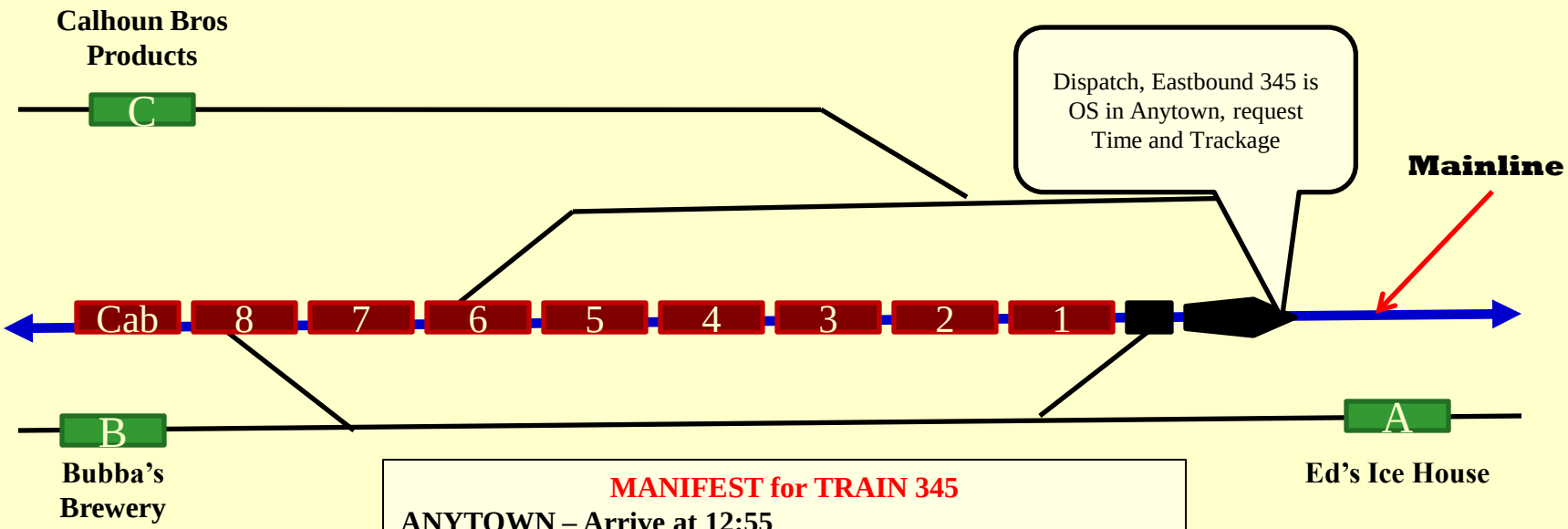
--Depart at 15:45, 5 cars, 762 Tons, 500 Feet

LEADVILLE – Arrive at 15:55

--Depart at 15:55, 5 cars, 762 Tons, 500 Feet

Operations Primer

Switching Anytown



MANIFEST for TRAIN 345

ANYTOWN – Arrive at 12:55

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PickUps (1)

Ed's Ice House MDT Refer "A" to GLENWOOD S

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Calhoun Brs P D&RGW Hop-2ba "2"

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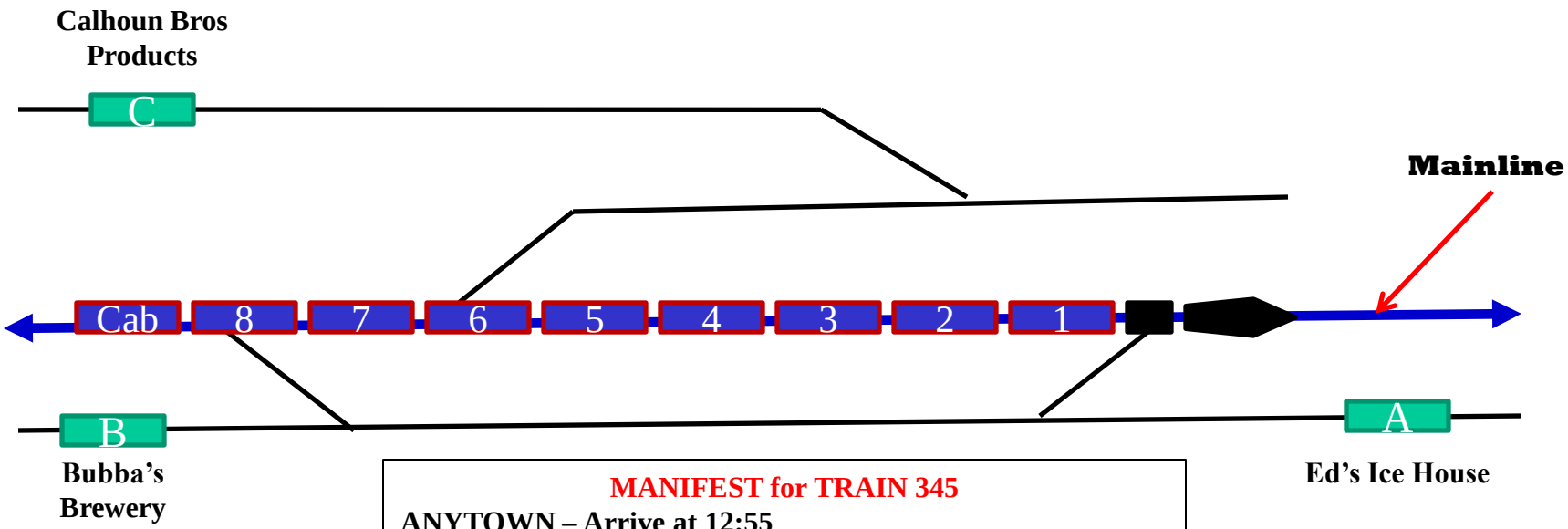

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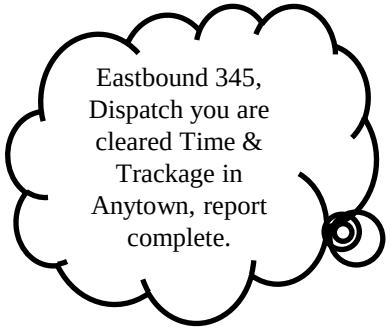

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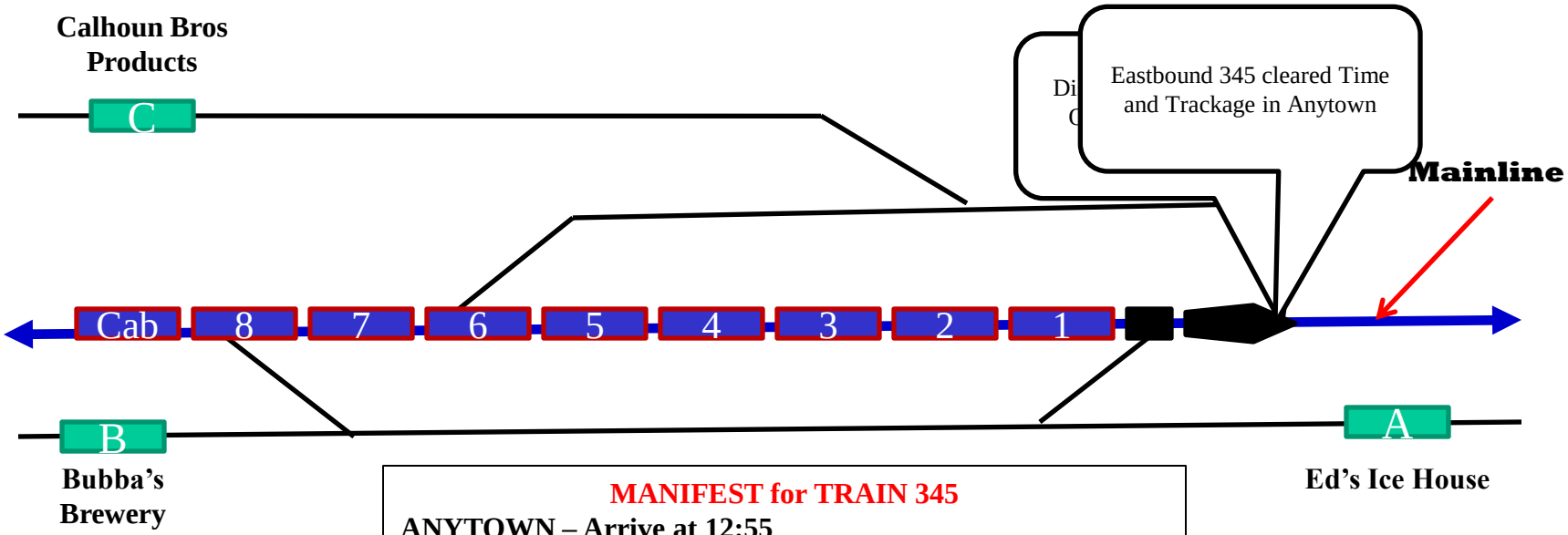

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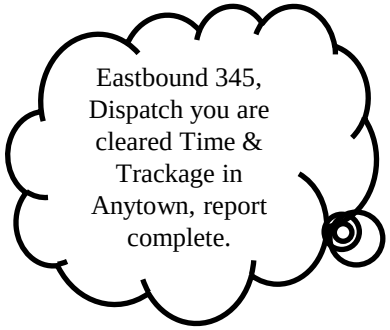

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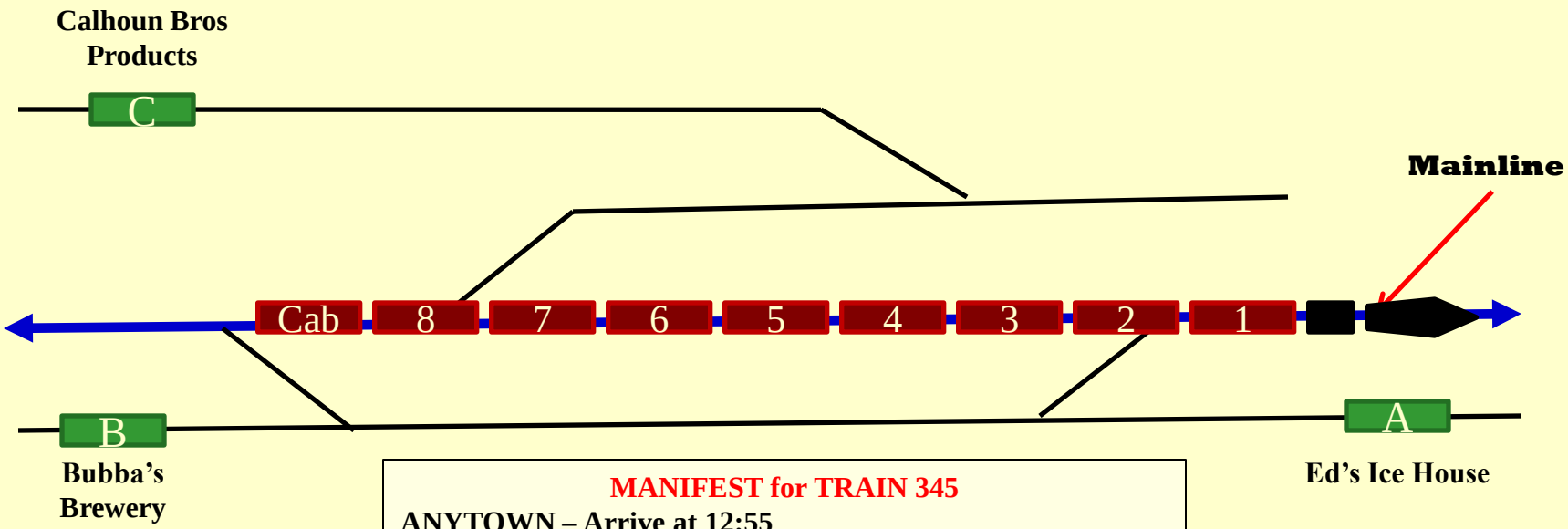

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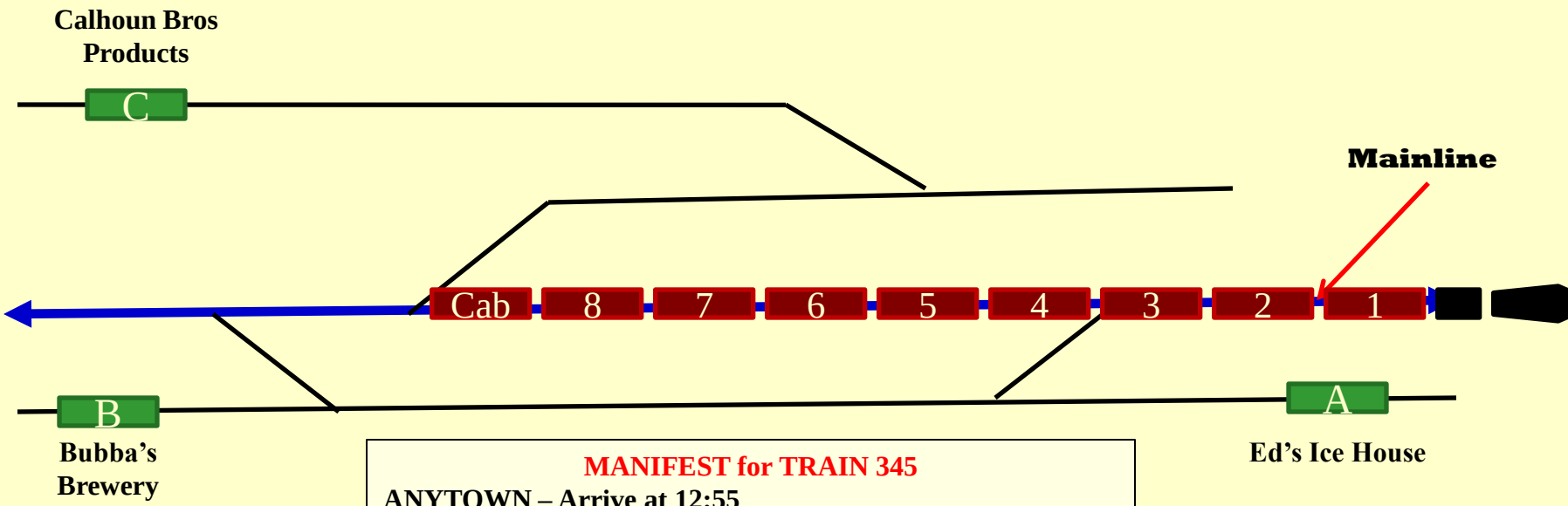

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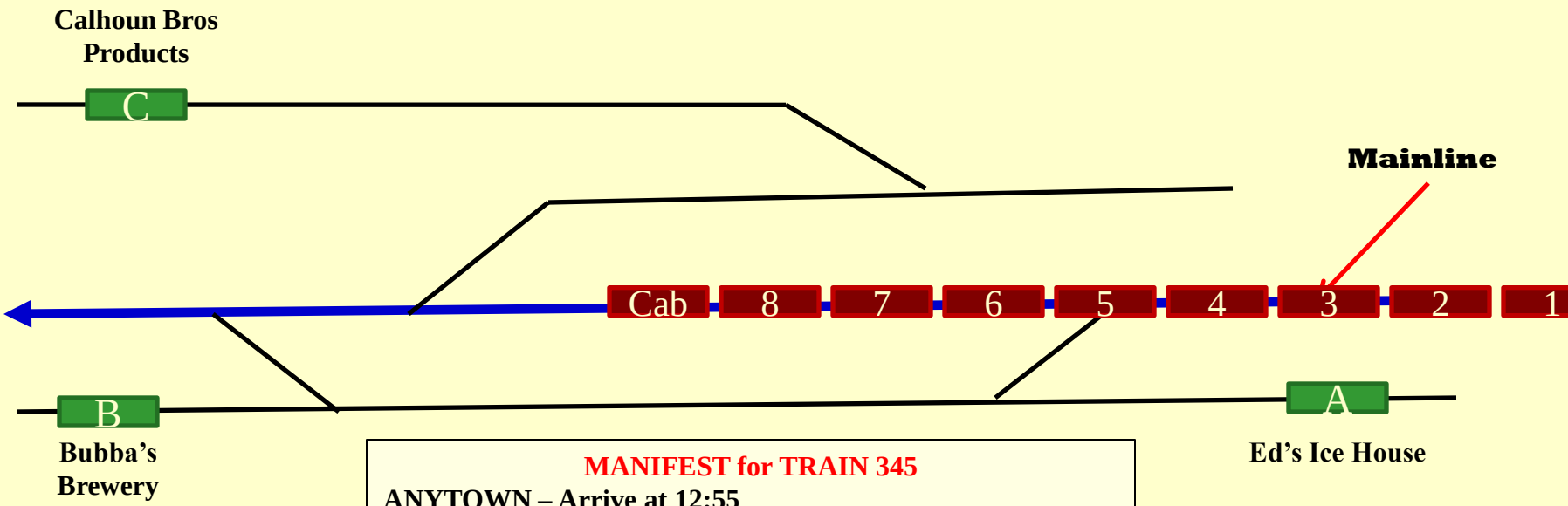

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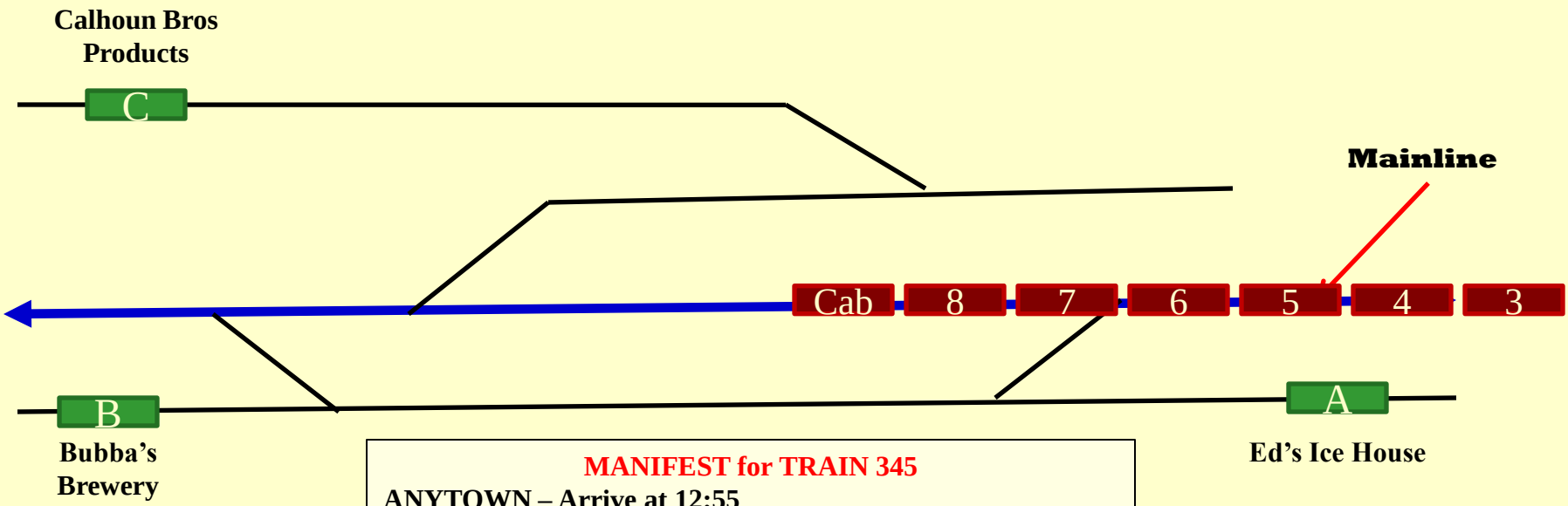

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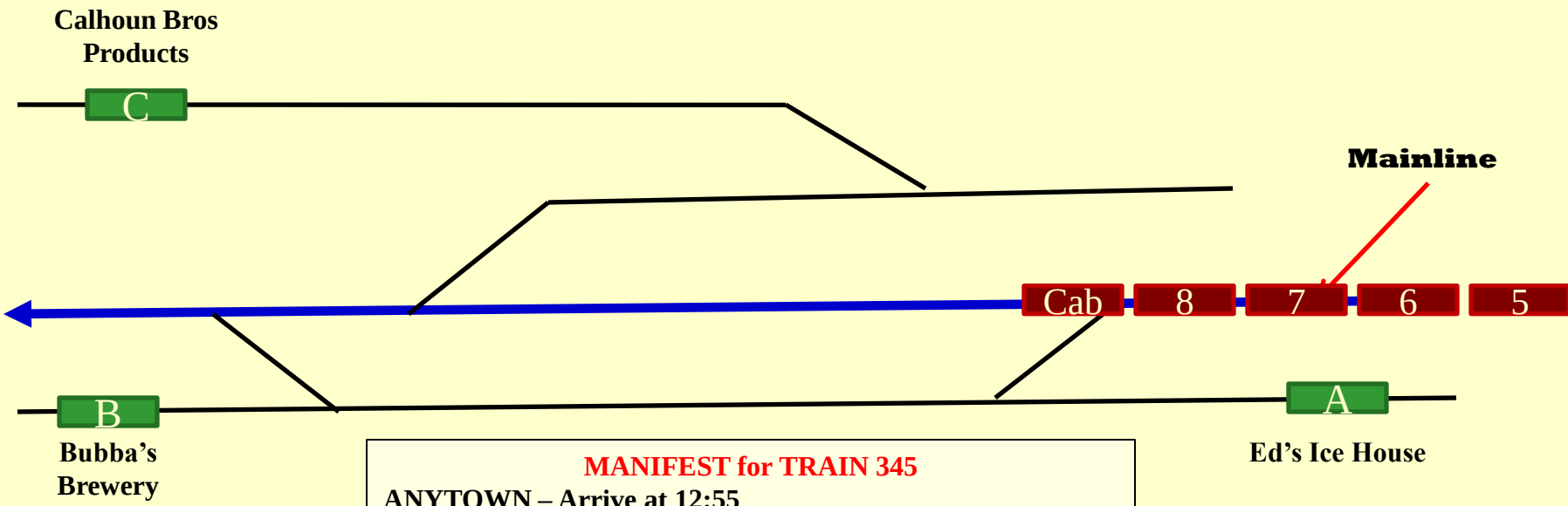

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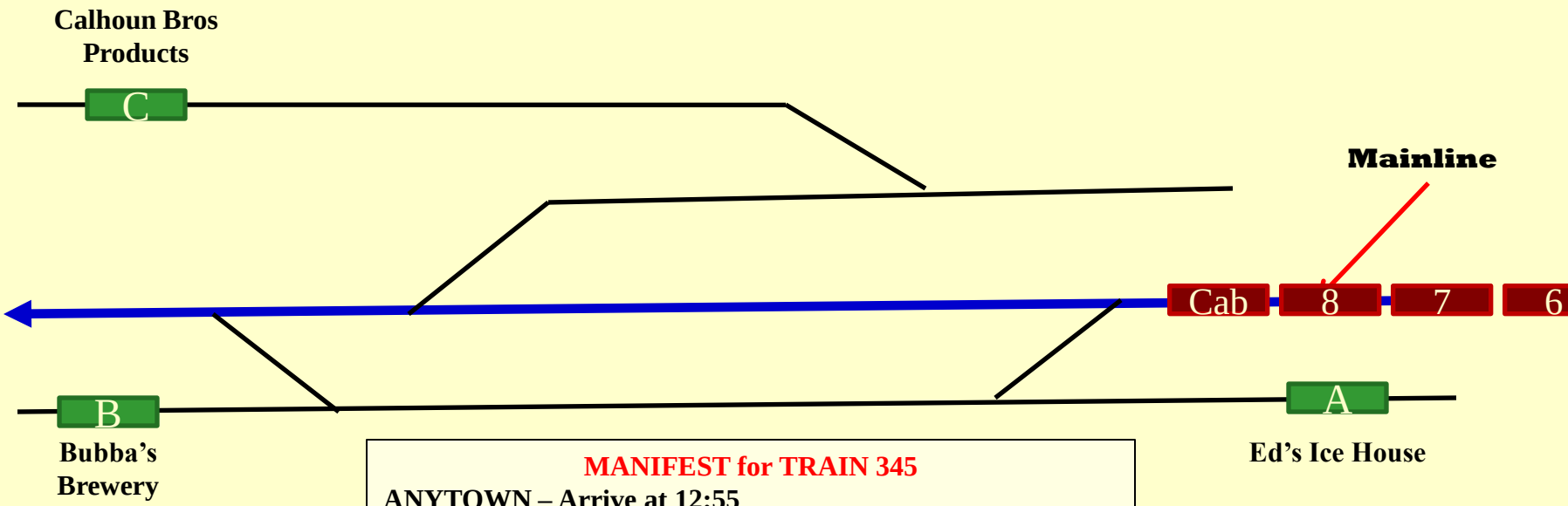

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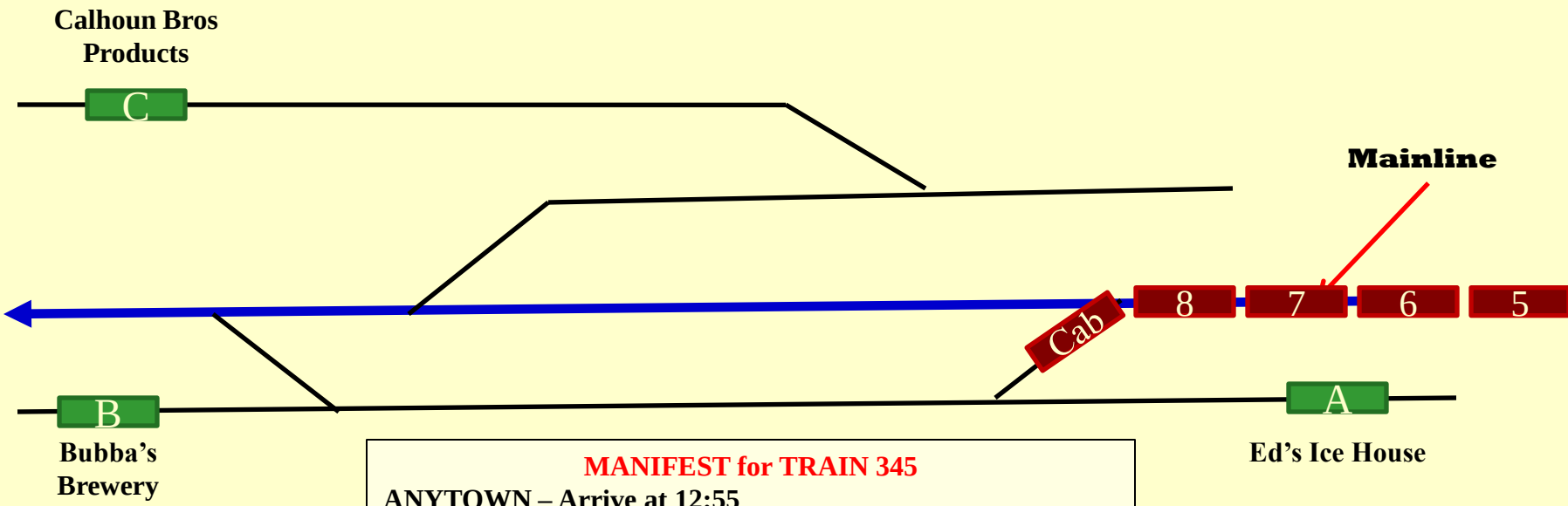
1 Move

Operations Primer

Switching Anytown



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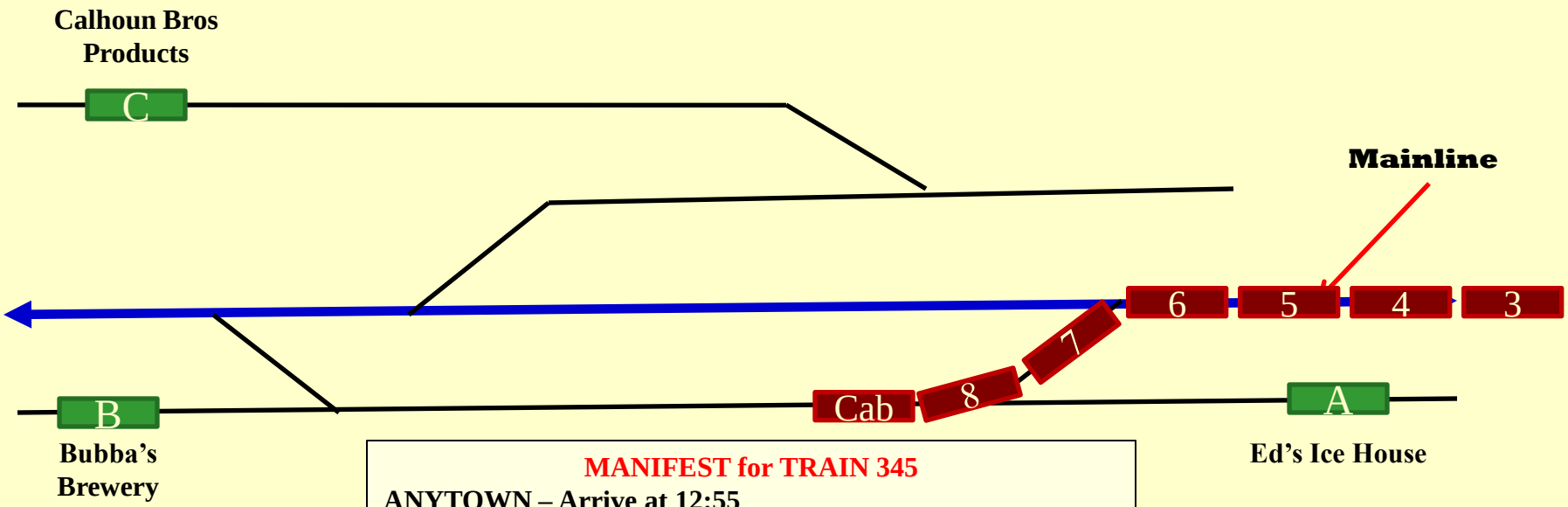

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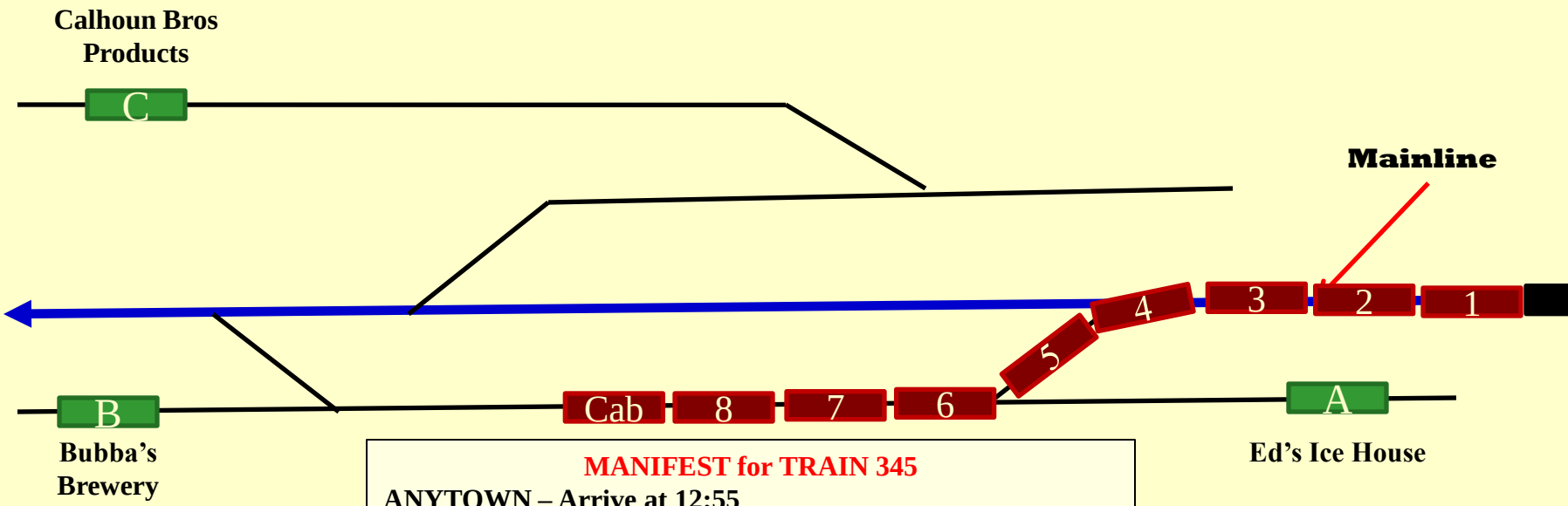

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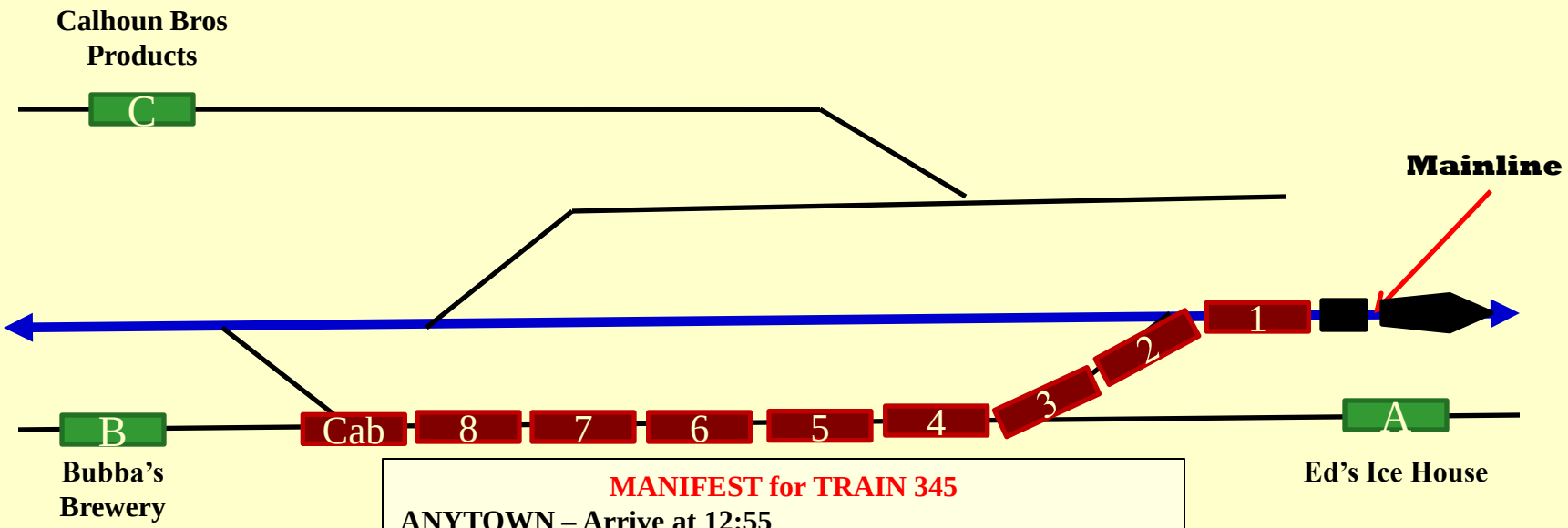

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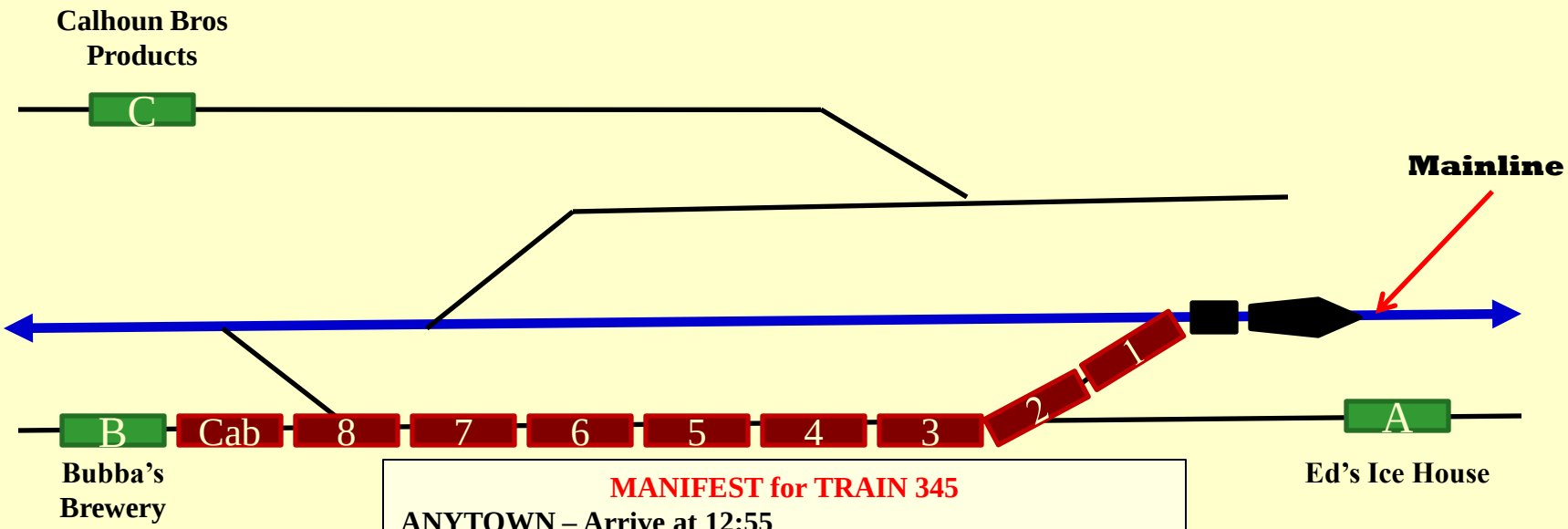

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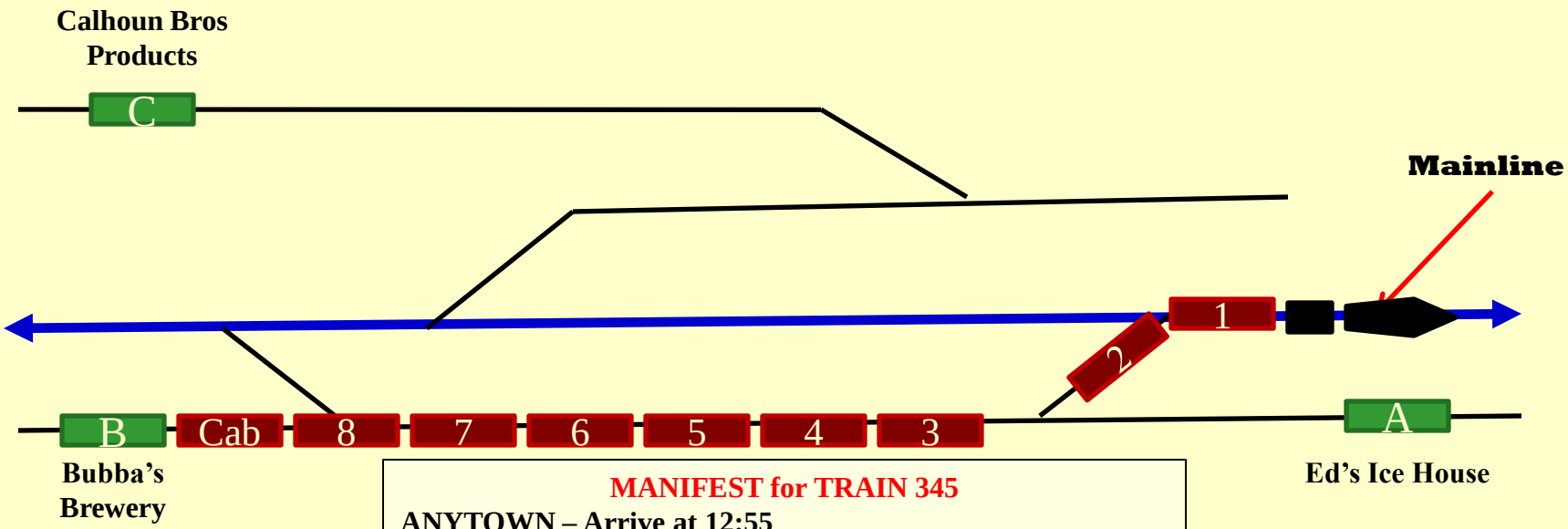
2 Moves

Operations Primer

Switching Anytown



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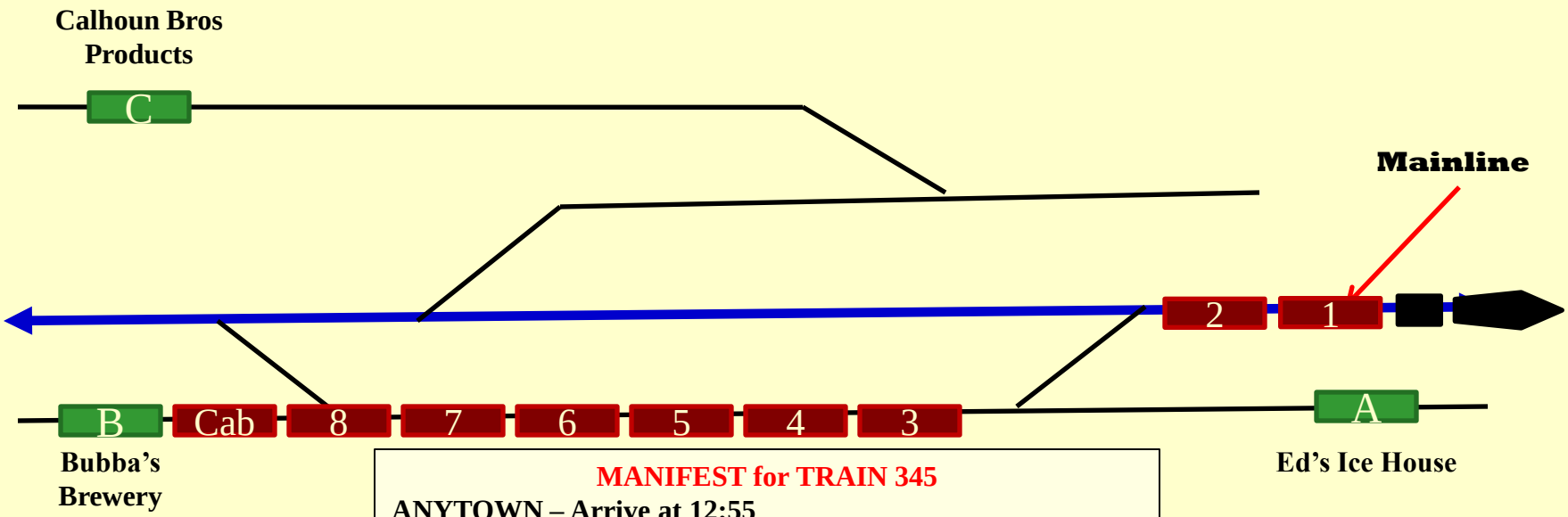

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Calhoun Brs P D&RGW Hop-ore "1"

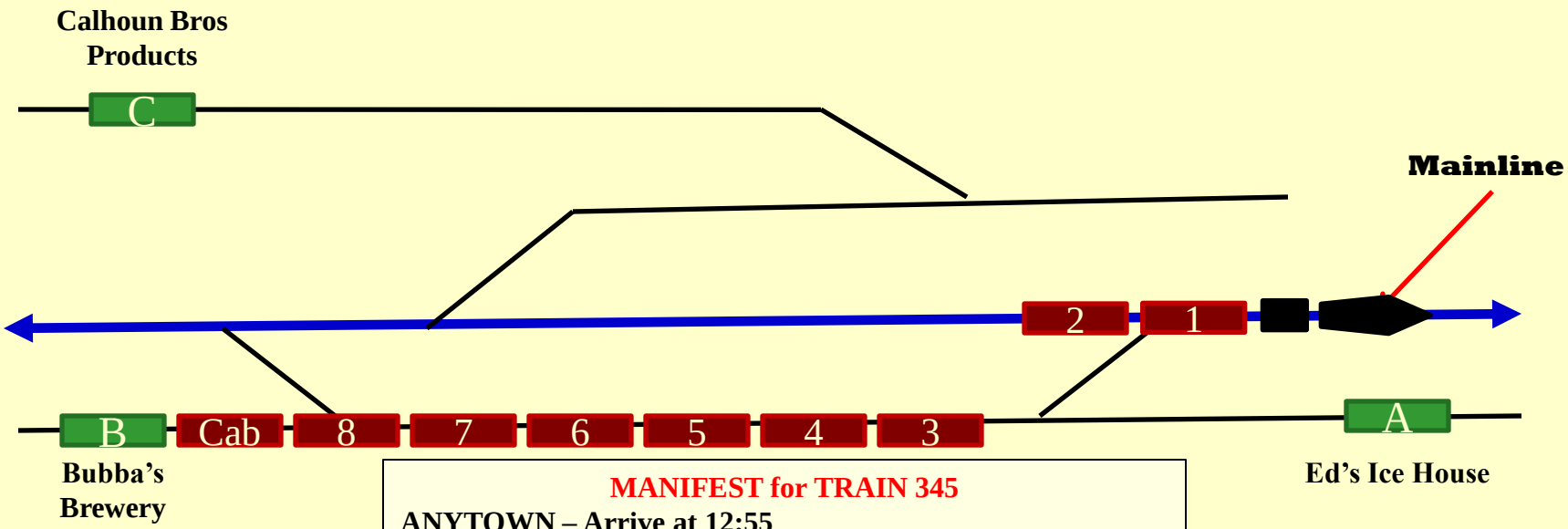
Calhoun Brs P D&RGW Hop-2ba "2"

--Depart at 13:51, 7 cars, 866 Tons, 545 Feet

3 Moves

Operations Primer

Switching Anytown



MANIFEST for TRAIN 345

ANYTOWN – Arrive at 12:55

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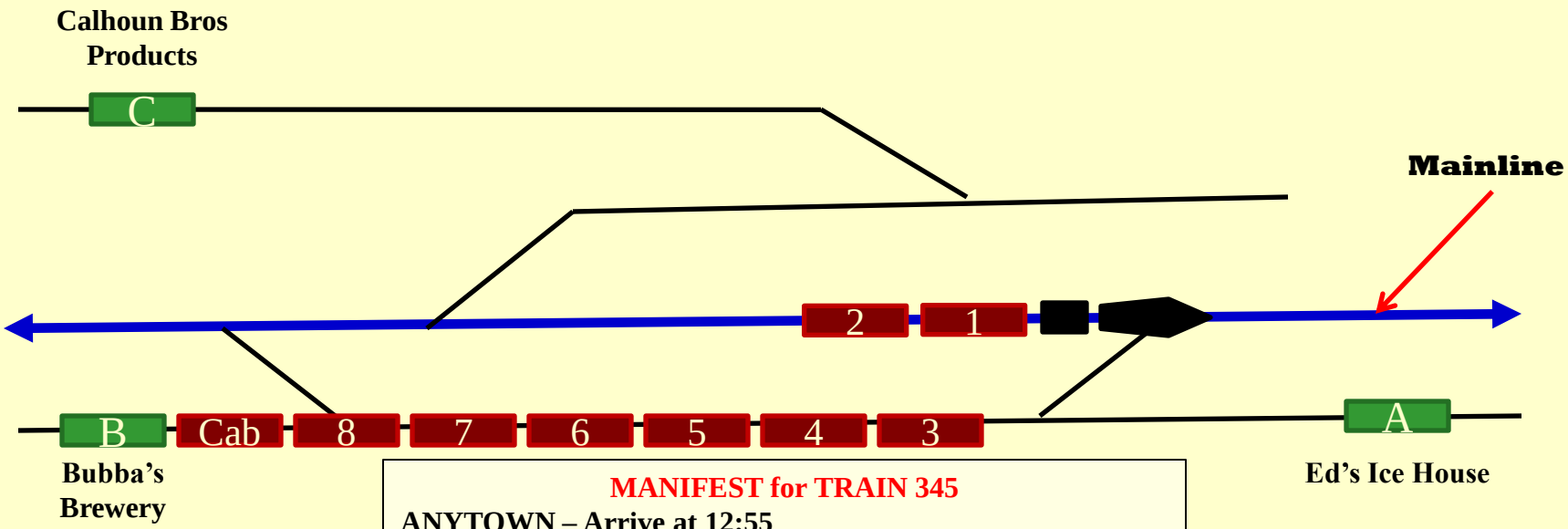

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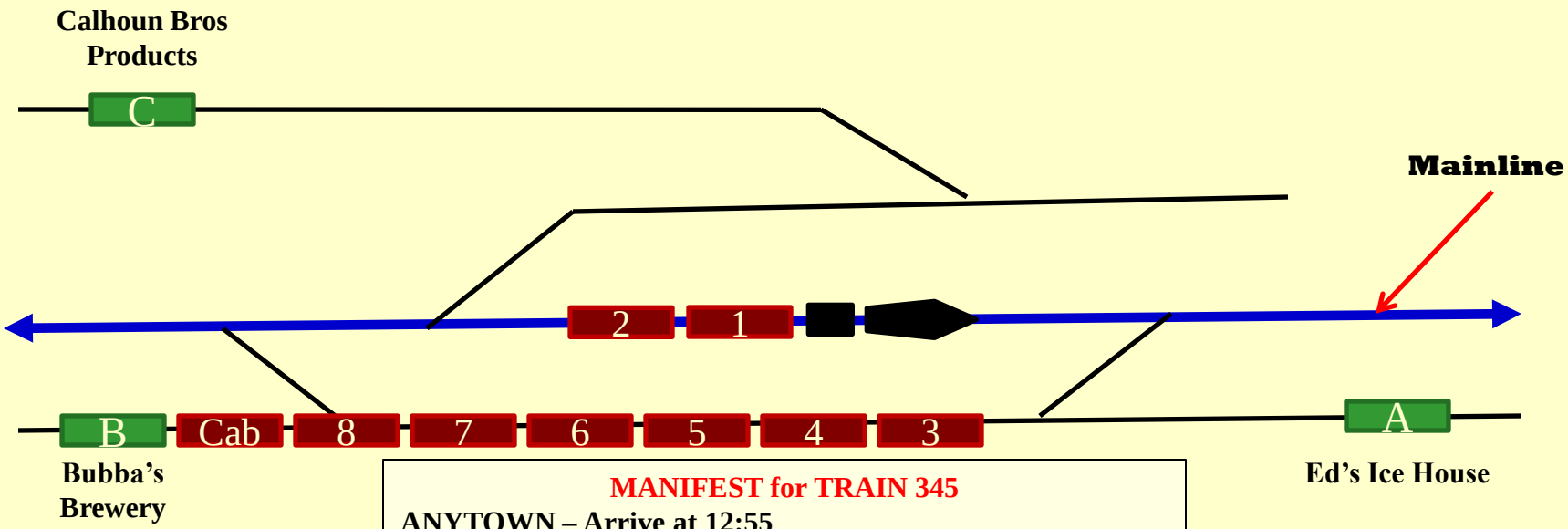

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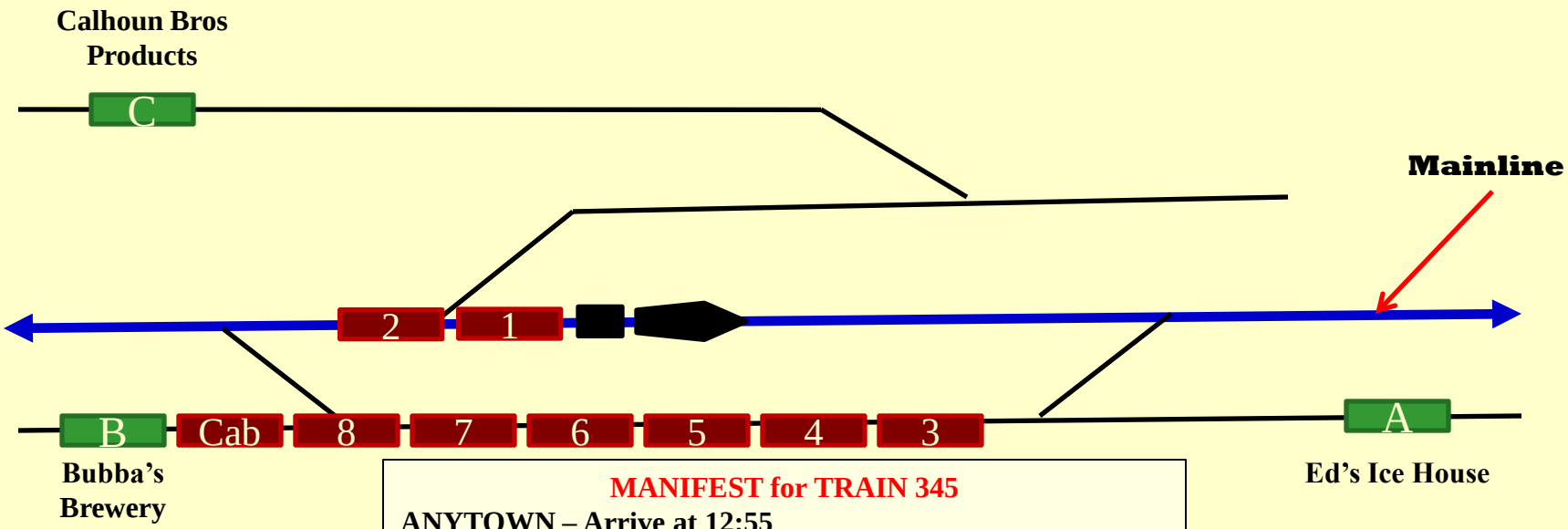

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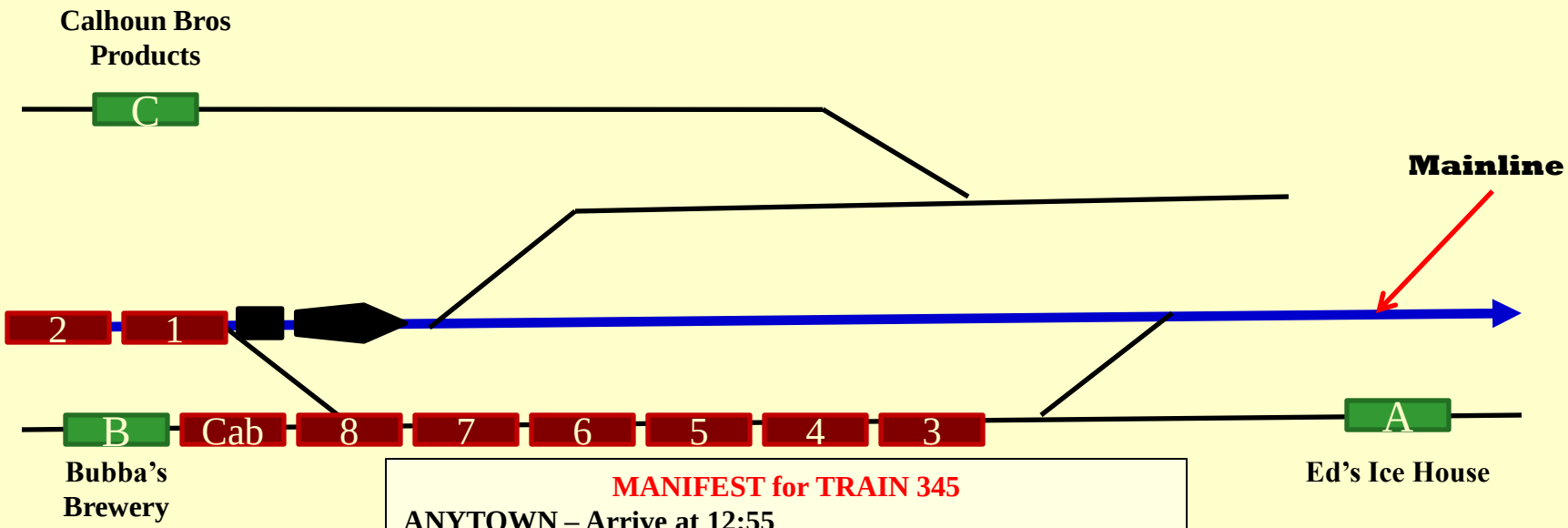

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4 Moves

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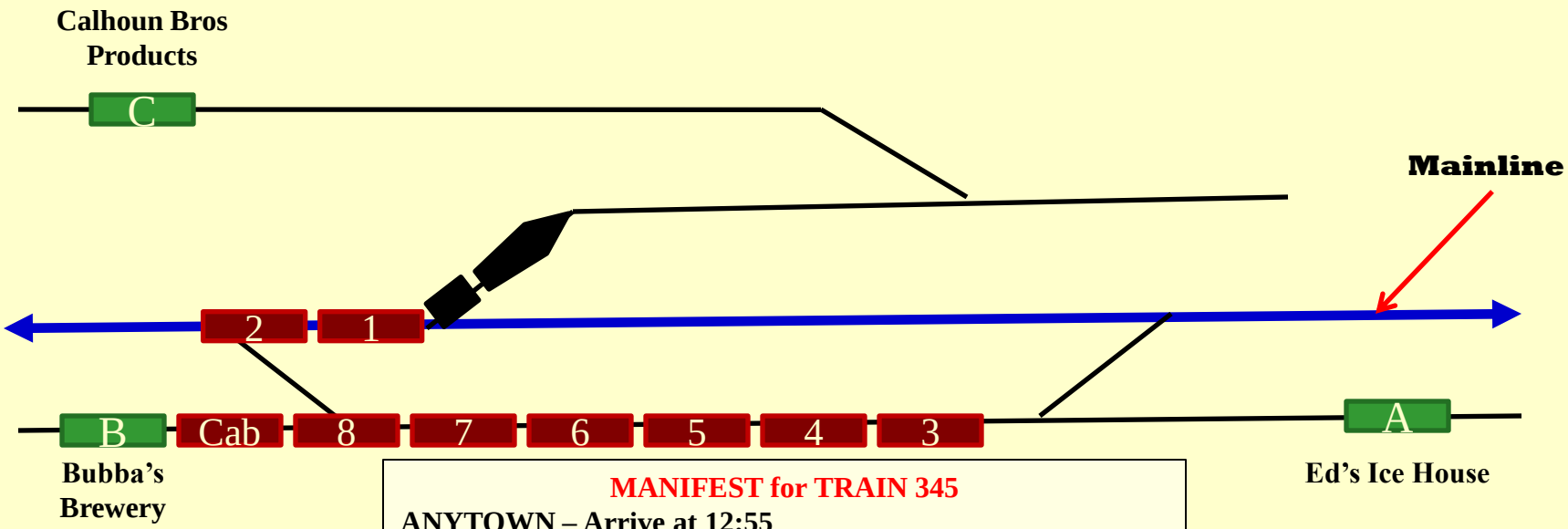

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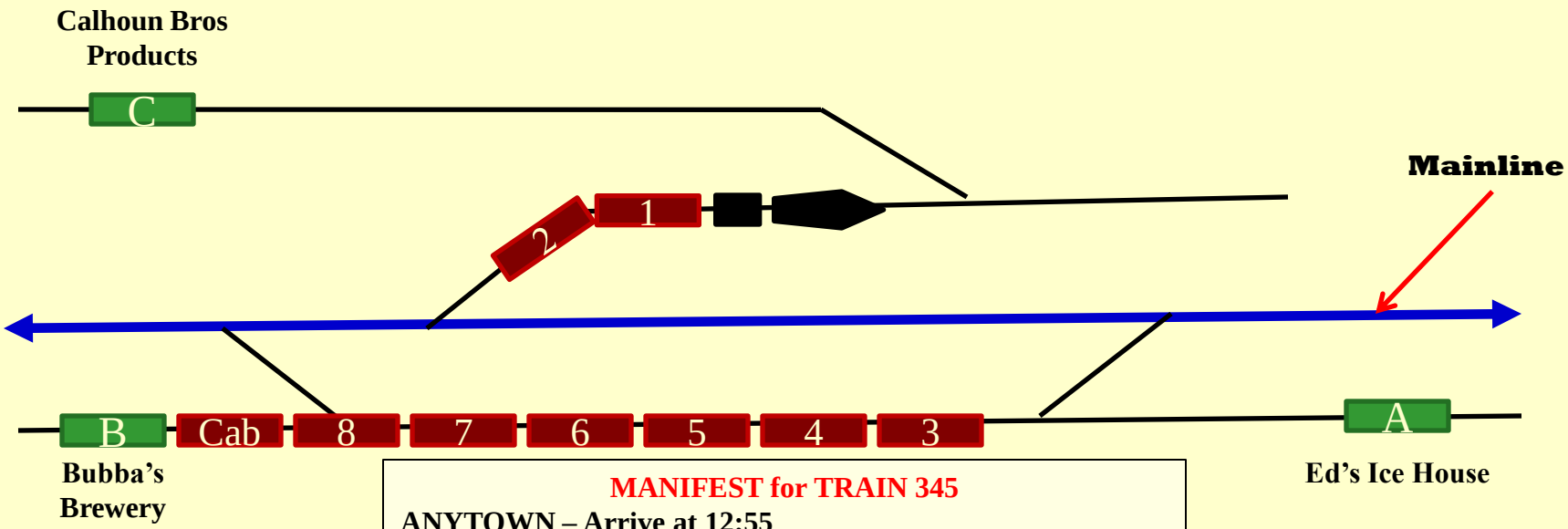

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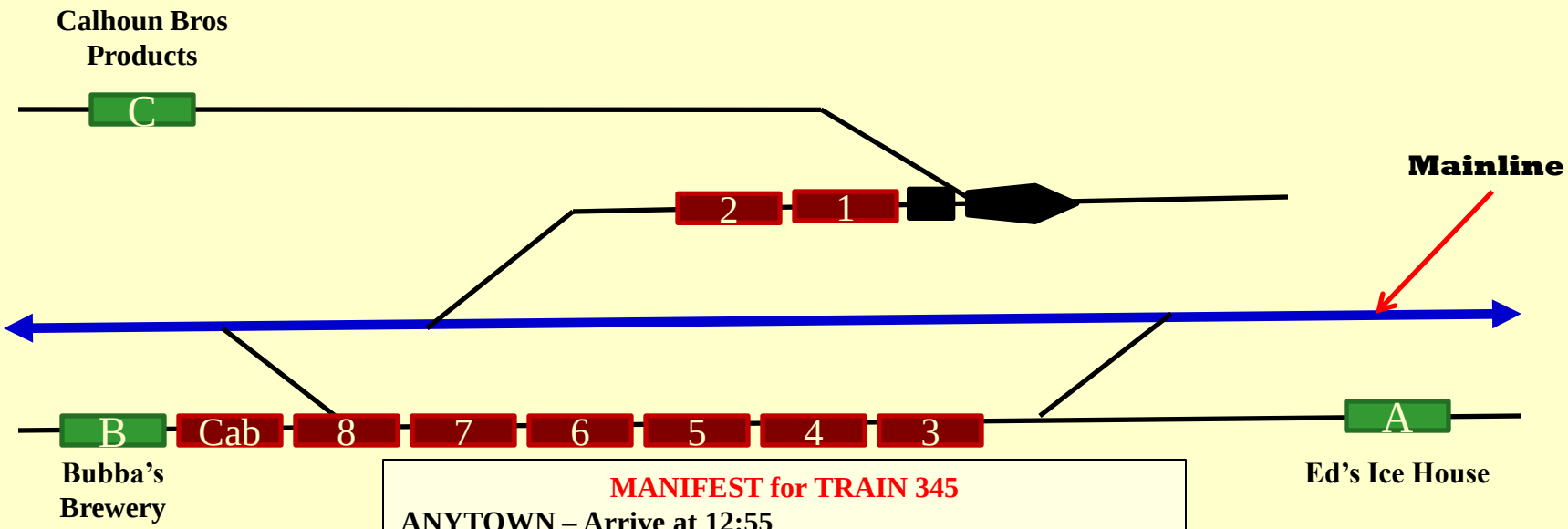

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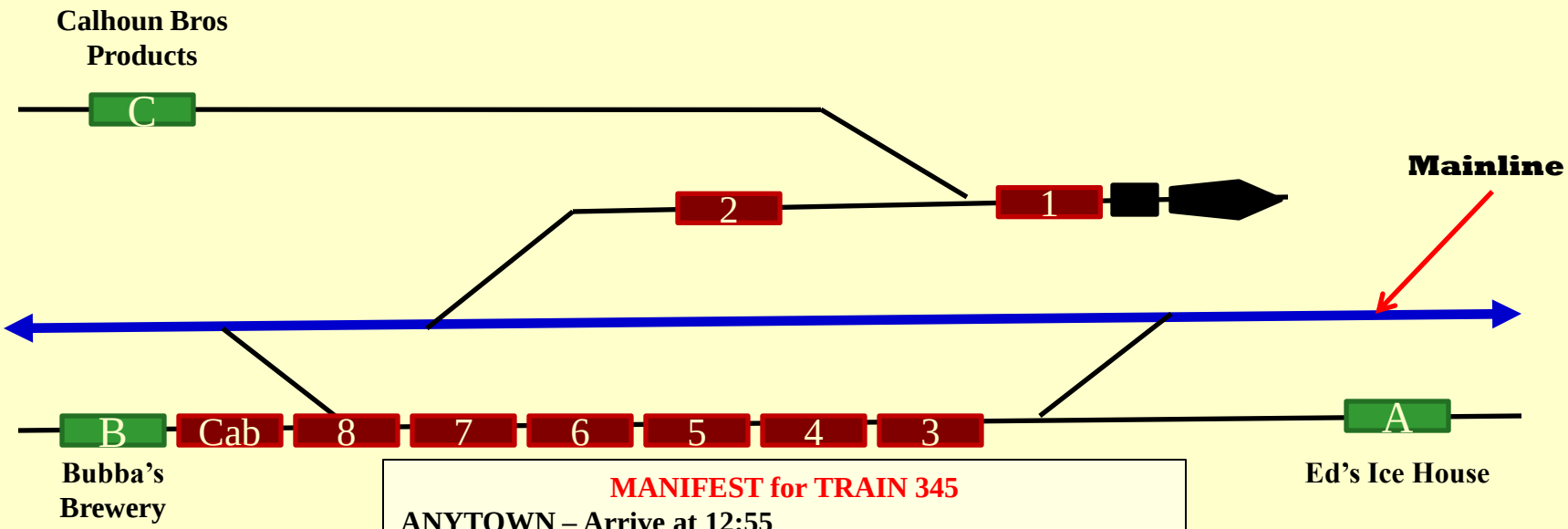

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5 Moves

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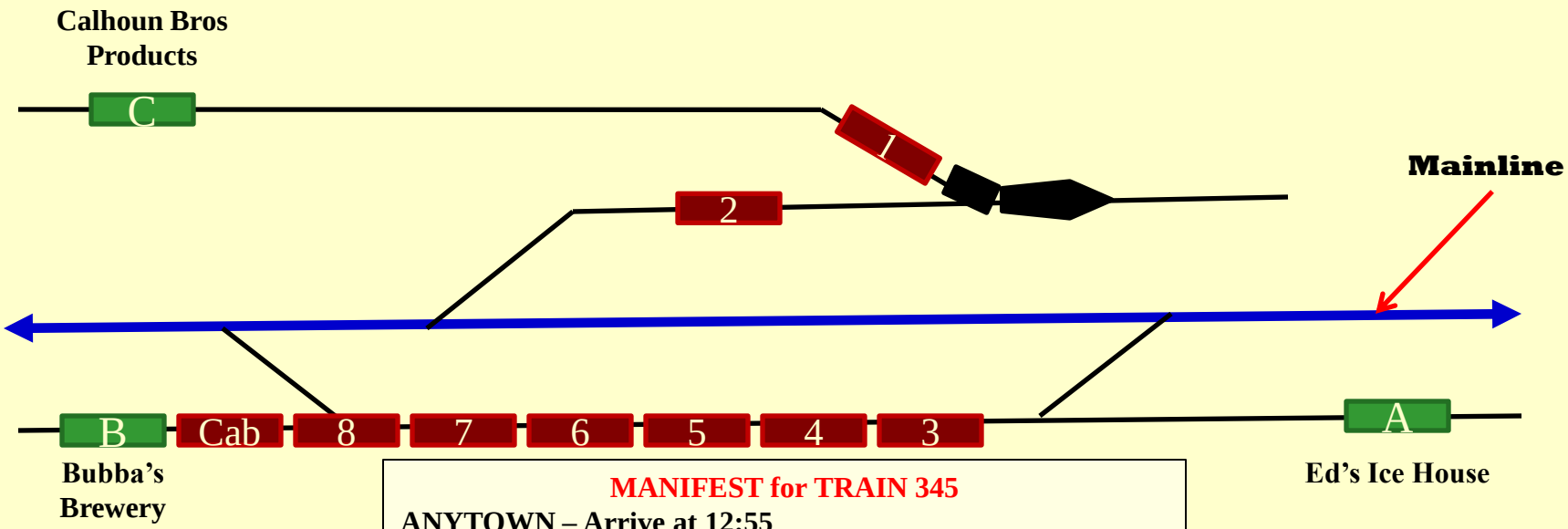

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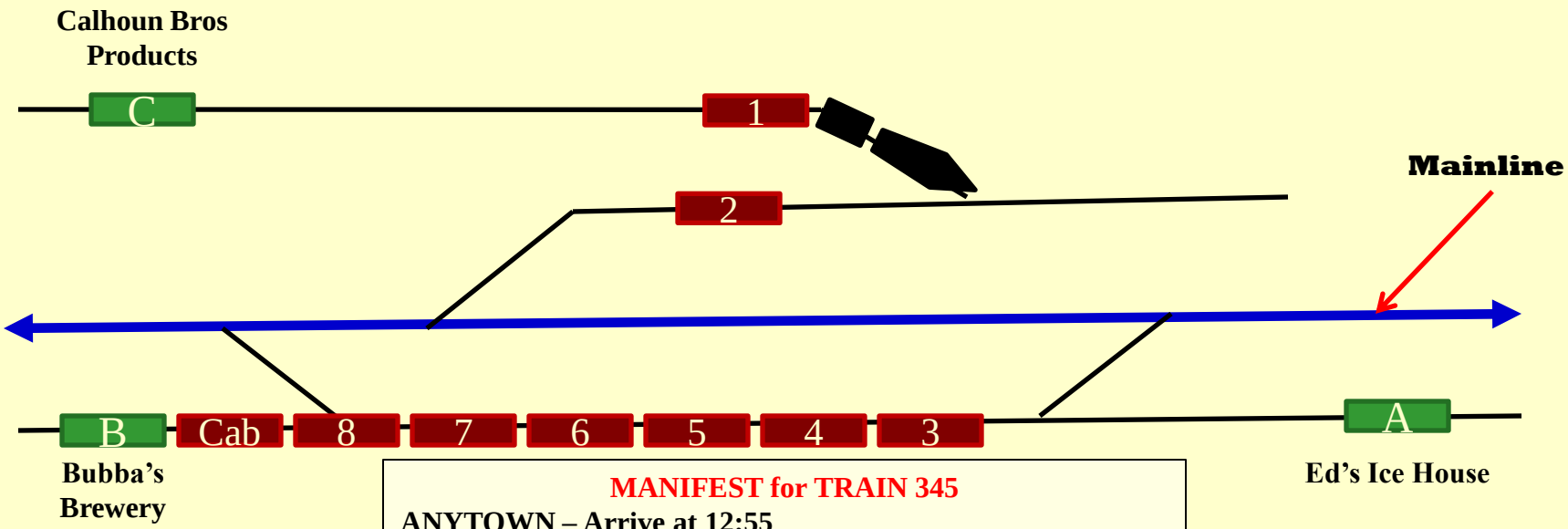

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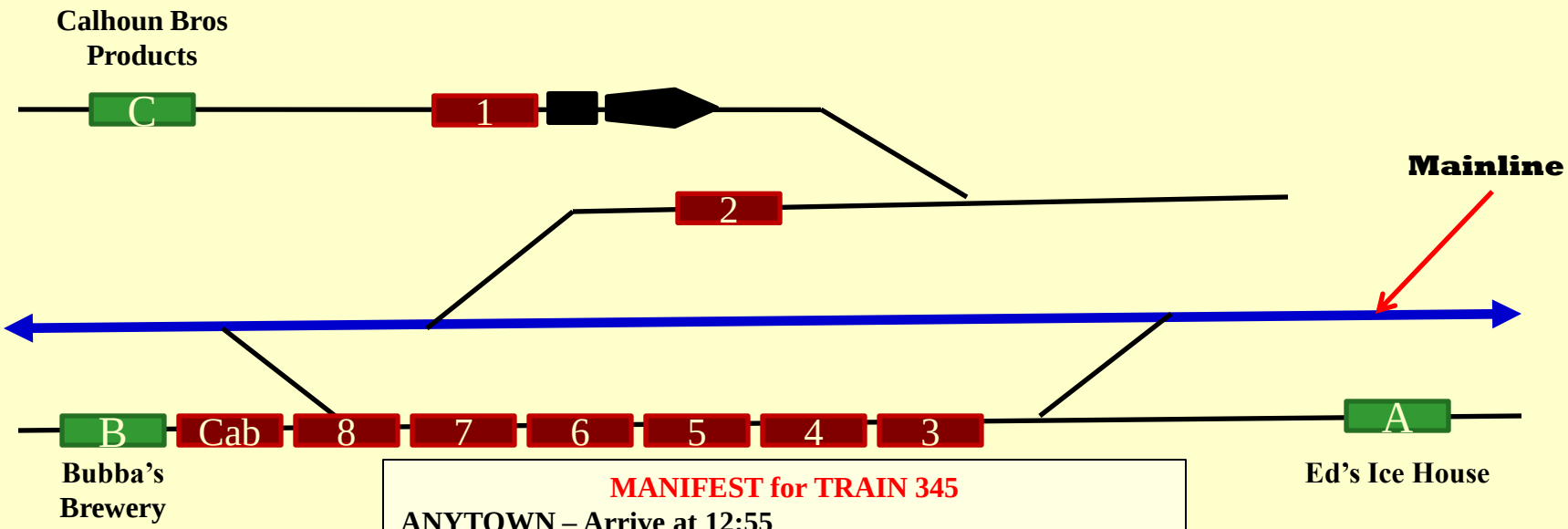

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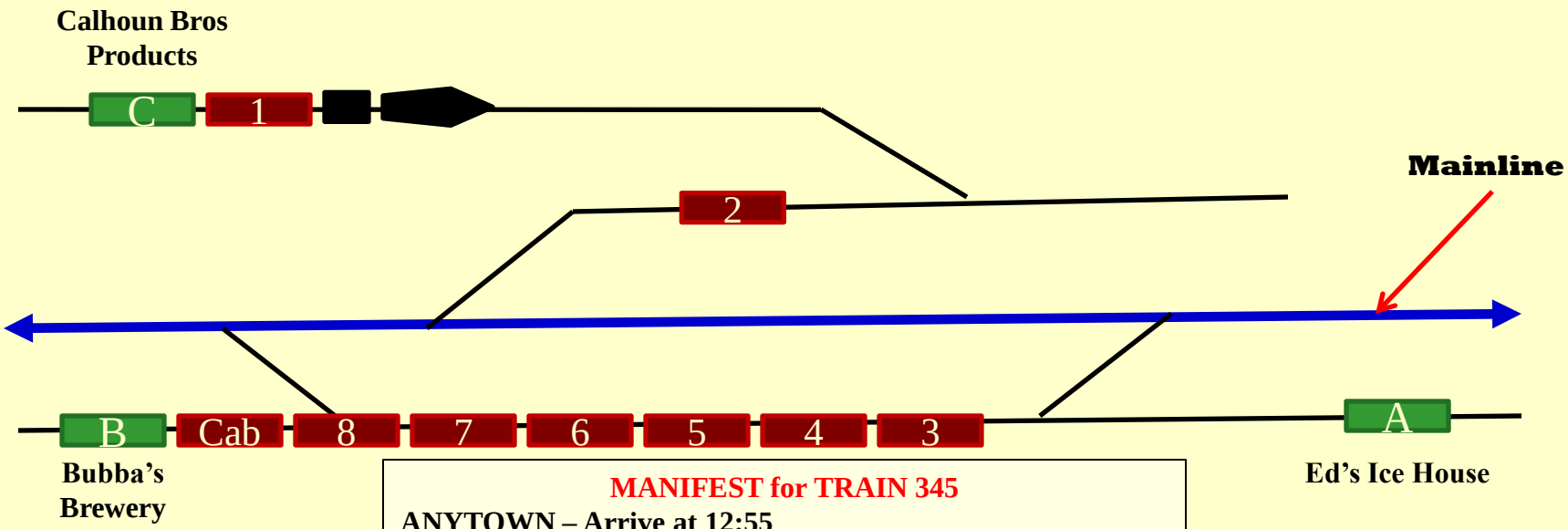

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6 Moves

Operations Primer

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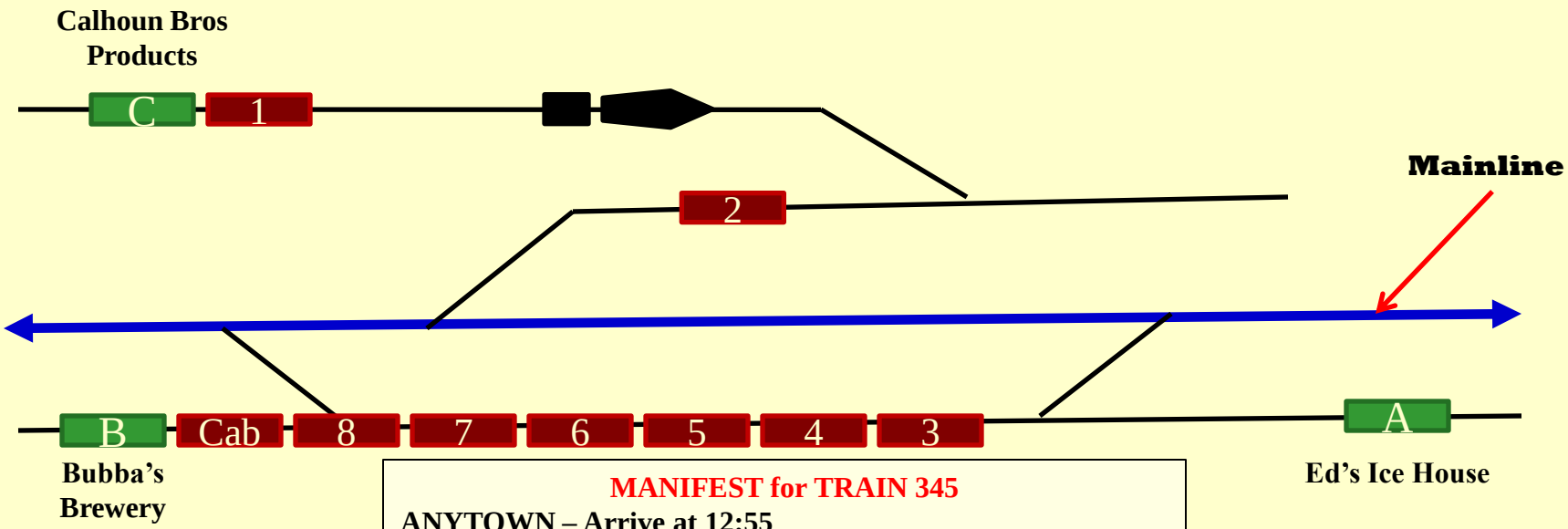

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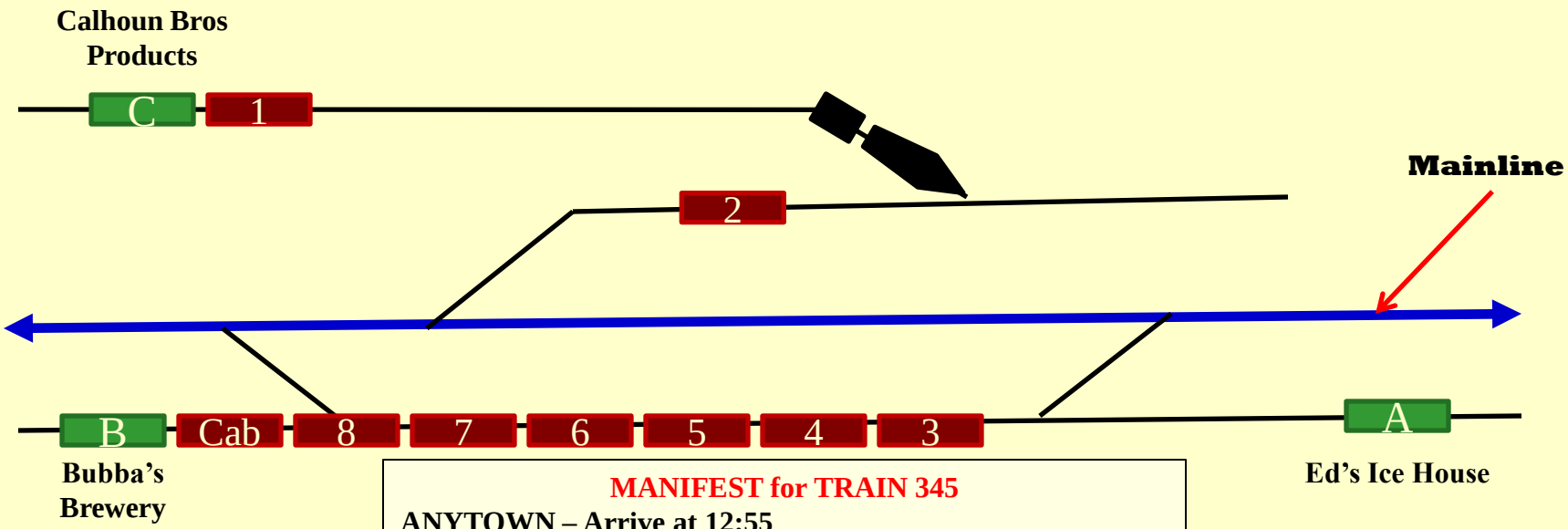

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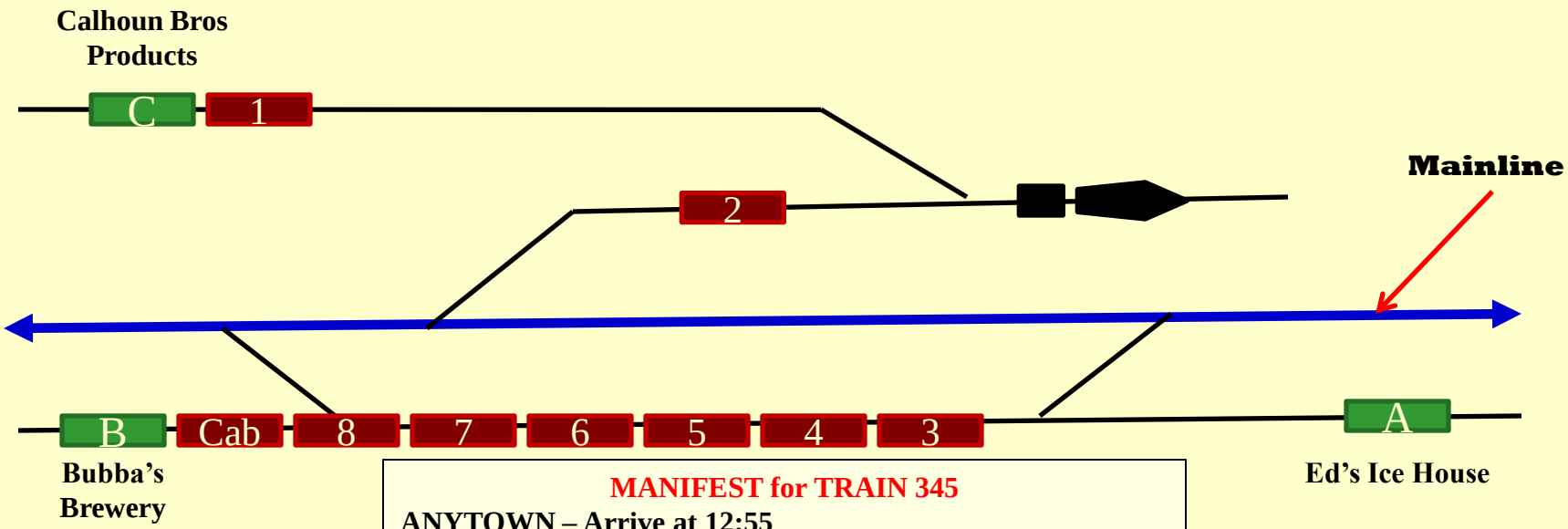

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7 Moves

Operations Primer

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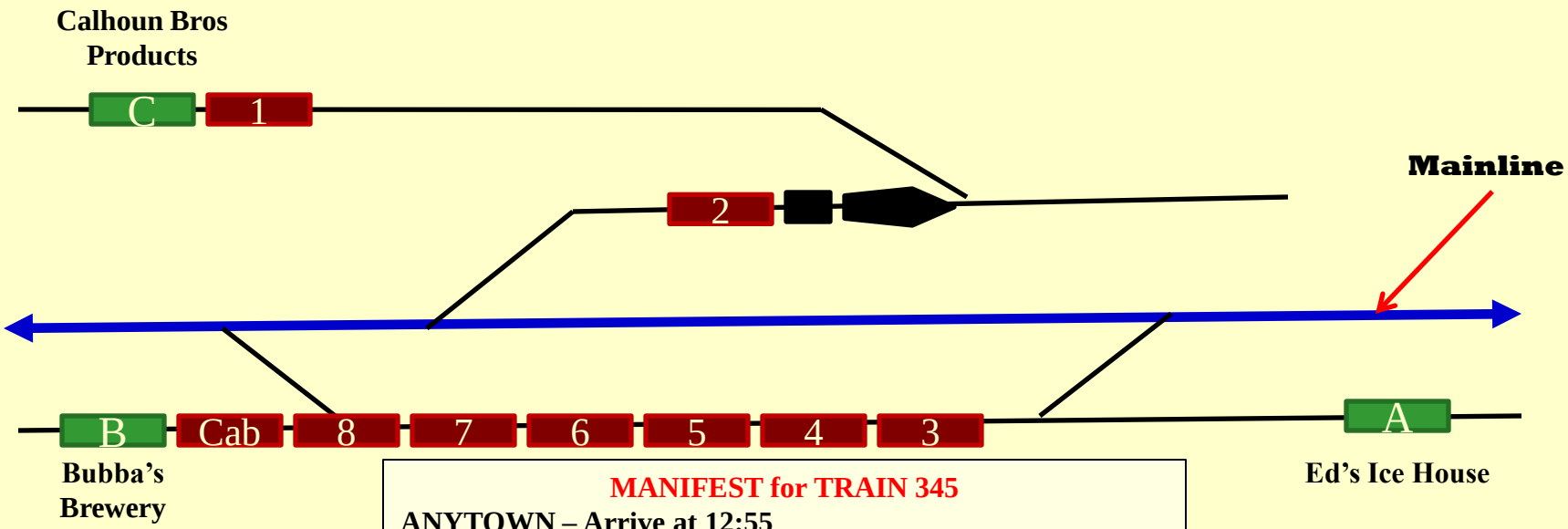

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8 Moves

Operations Primer

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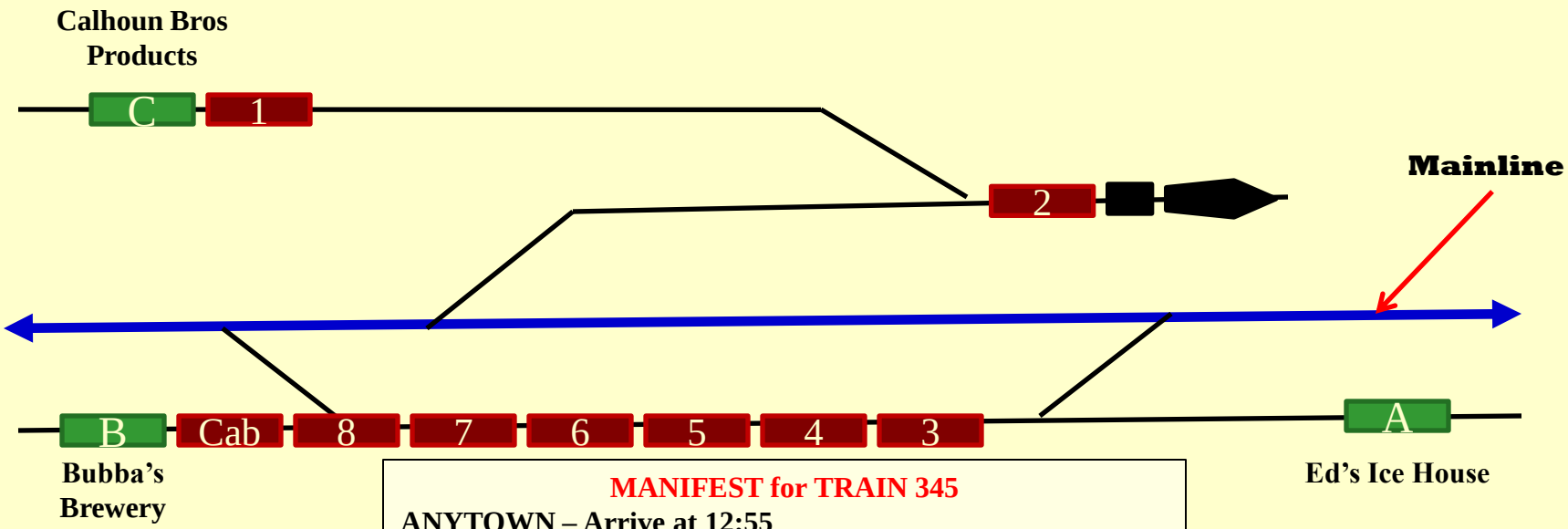

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9 Moves

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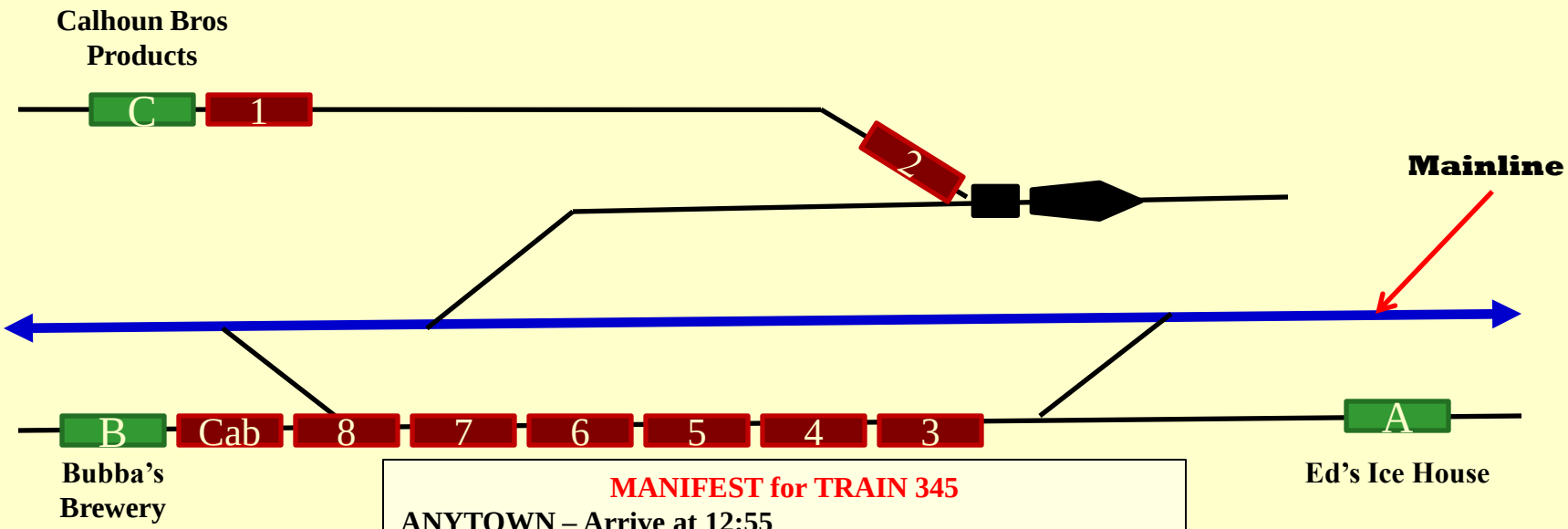

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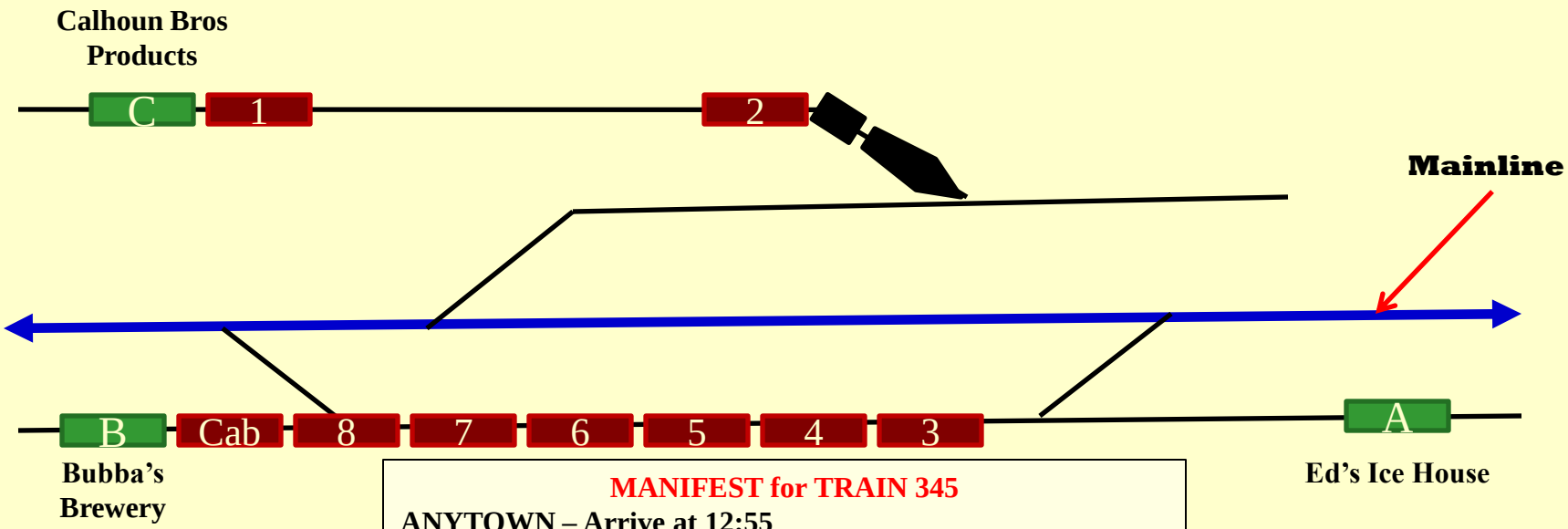

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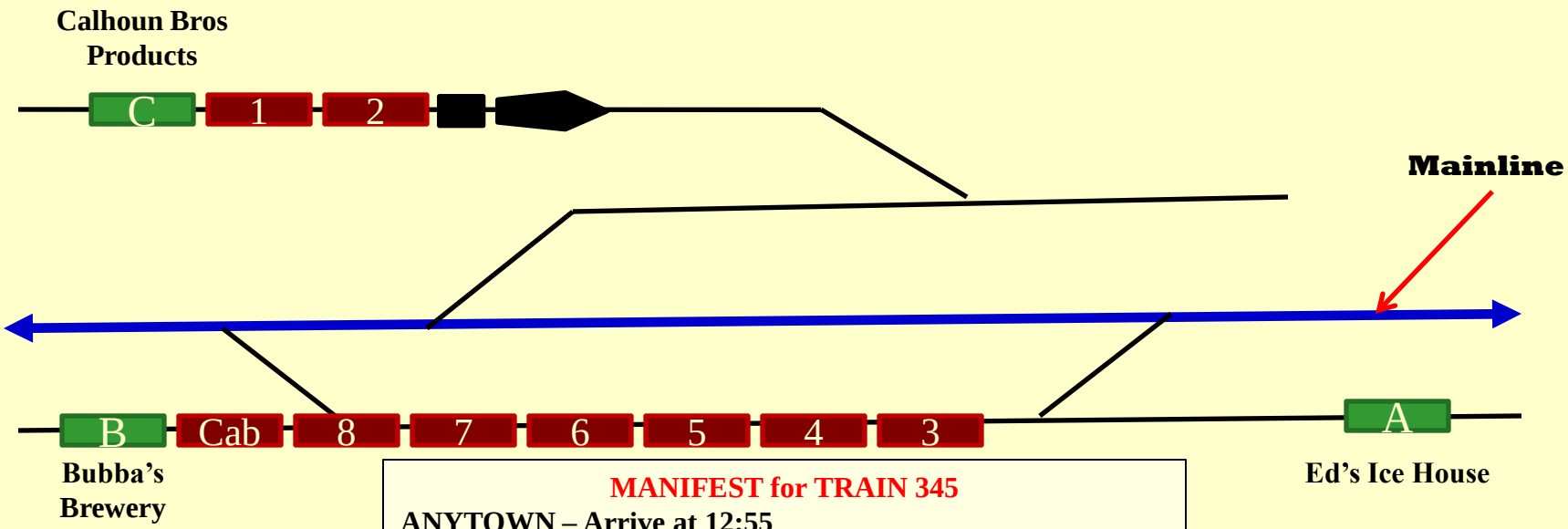

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10 Moves

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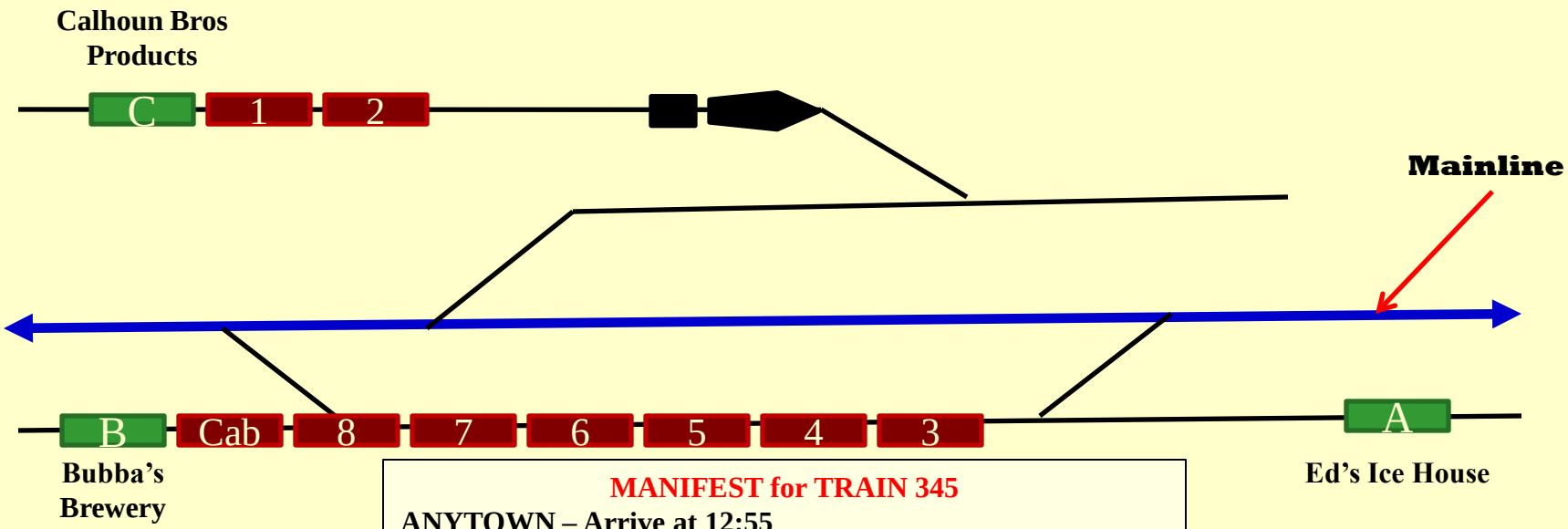

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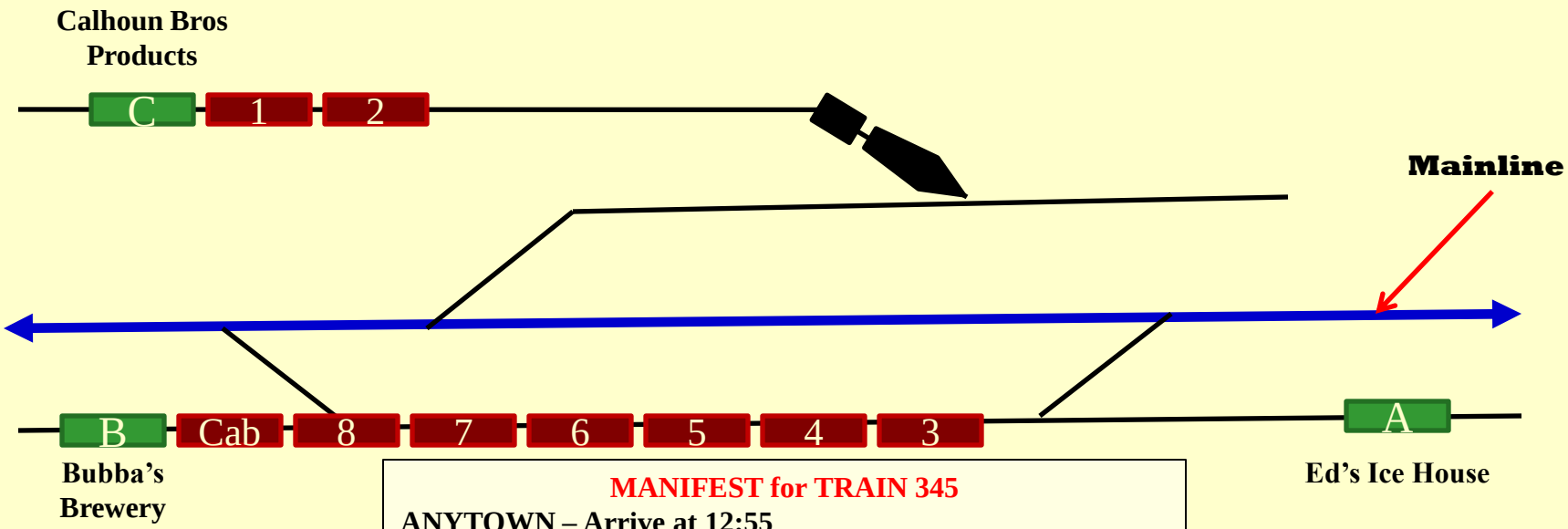

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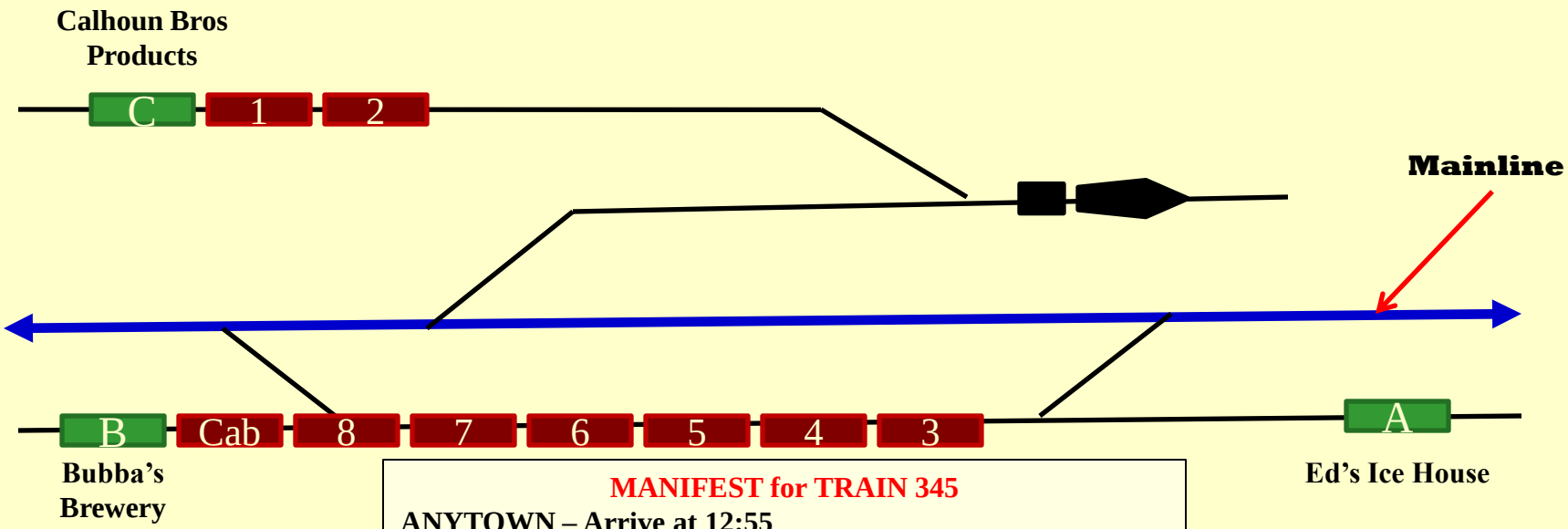

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11 Moves

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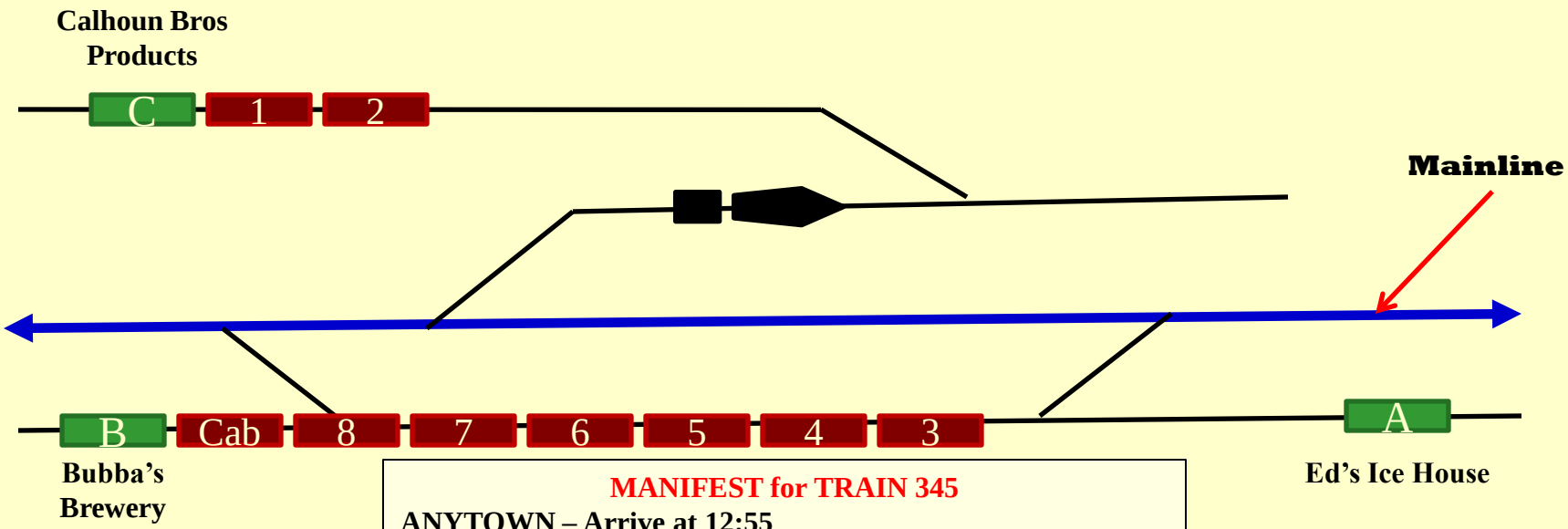

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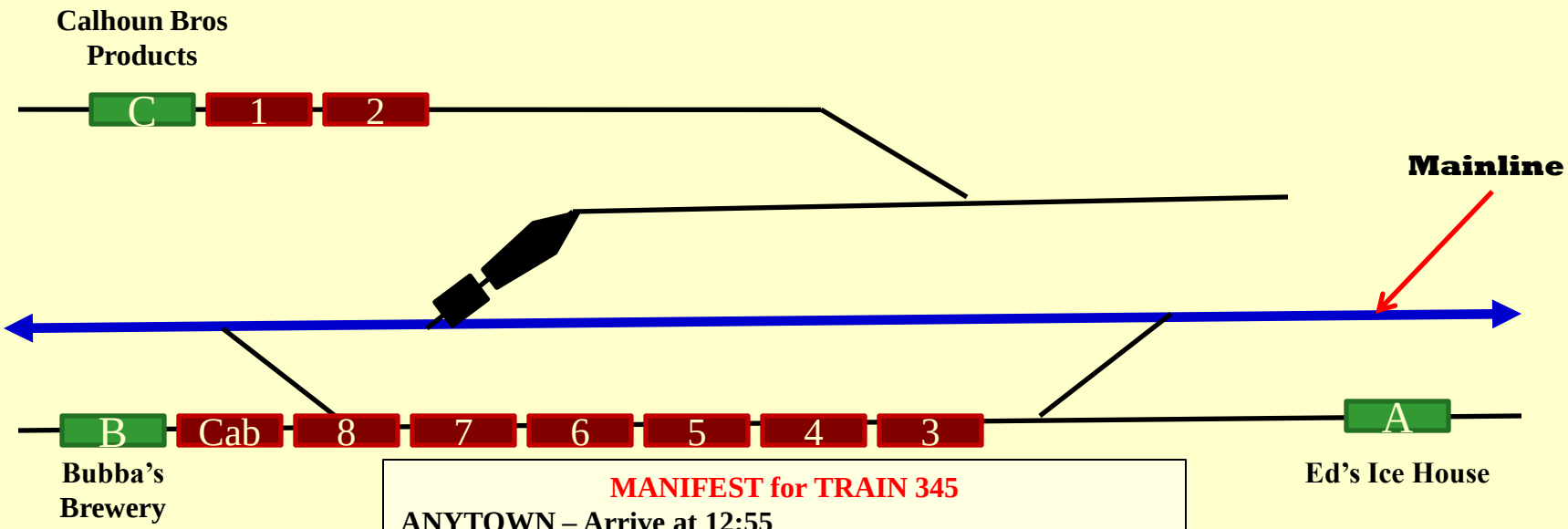

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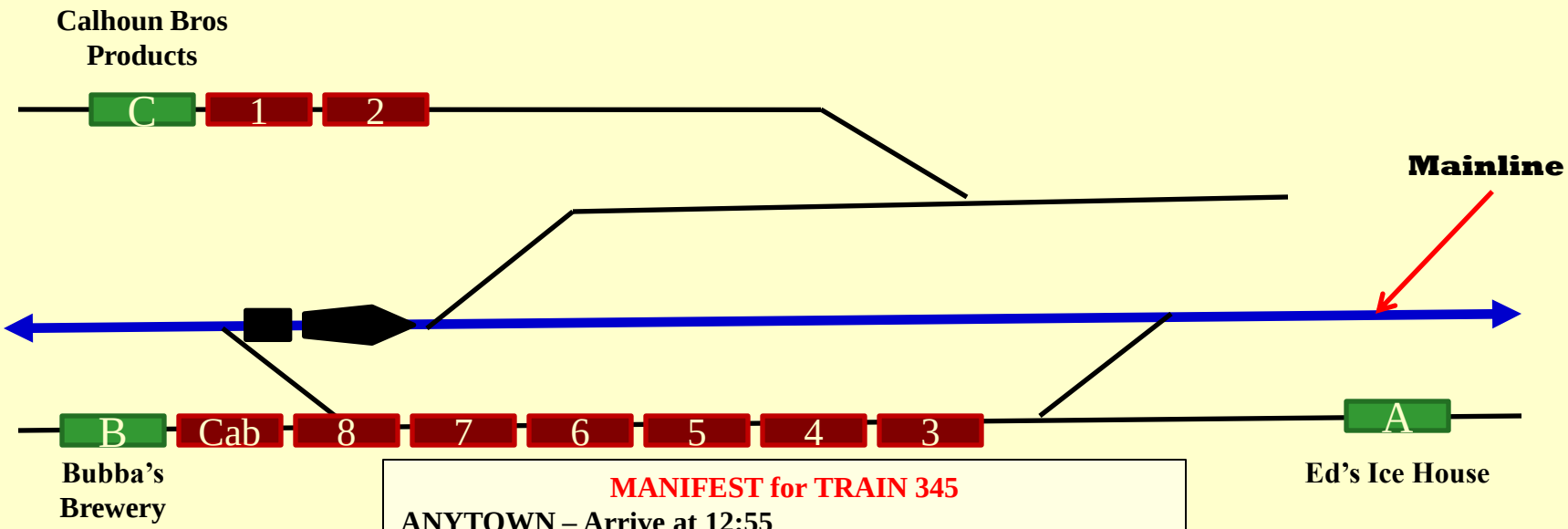

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PickUps (1)

Ed's Ice House MDT Refer "A" to GLENWOOD S

SetOuts (2)

Calhoun Brs P D&RGW Hop-ore "1"

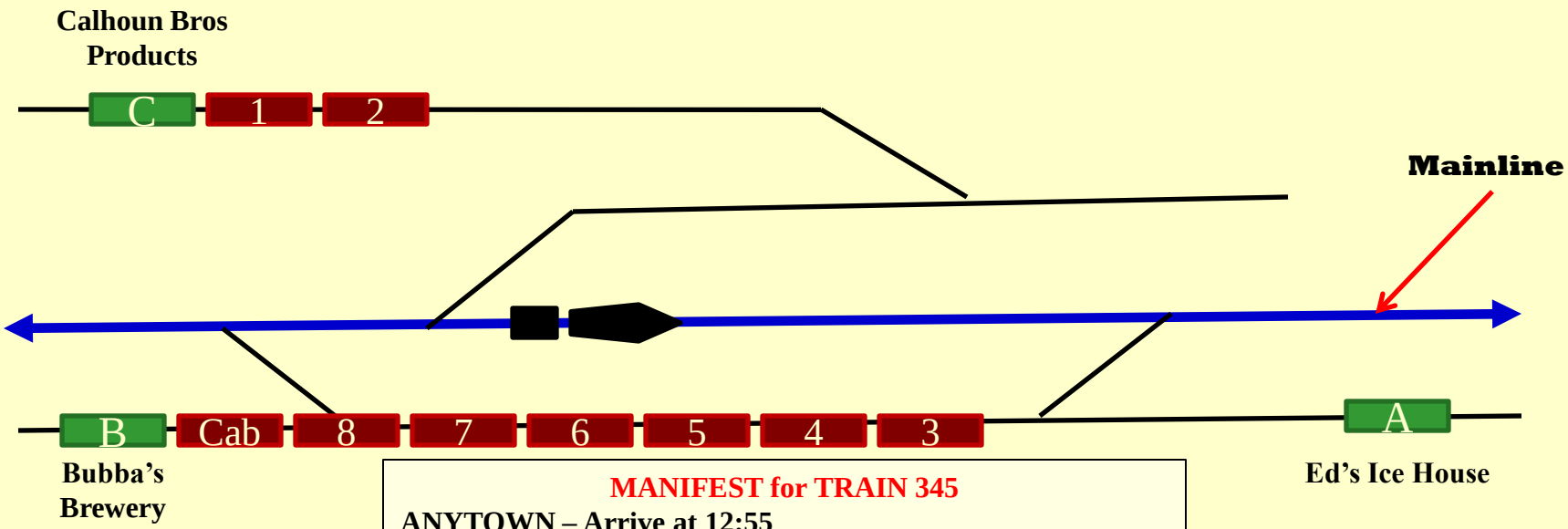
Calhoun Brs P D&RGW Hop-2ba "2"

--Depart at 13:51, 7 cars, 866 Tons, 545 Feet

12 Moves

Operations Primer

Switching Anytown



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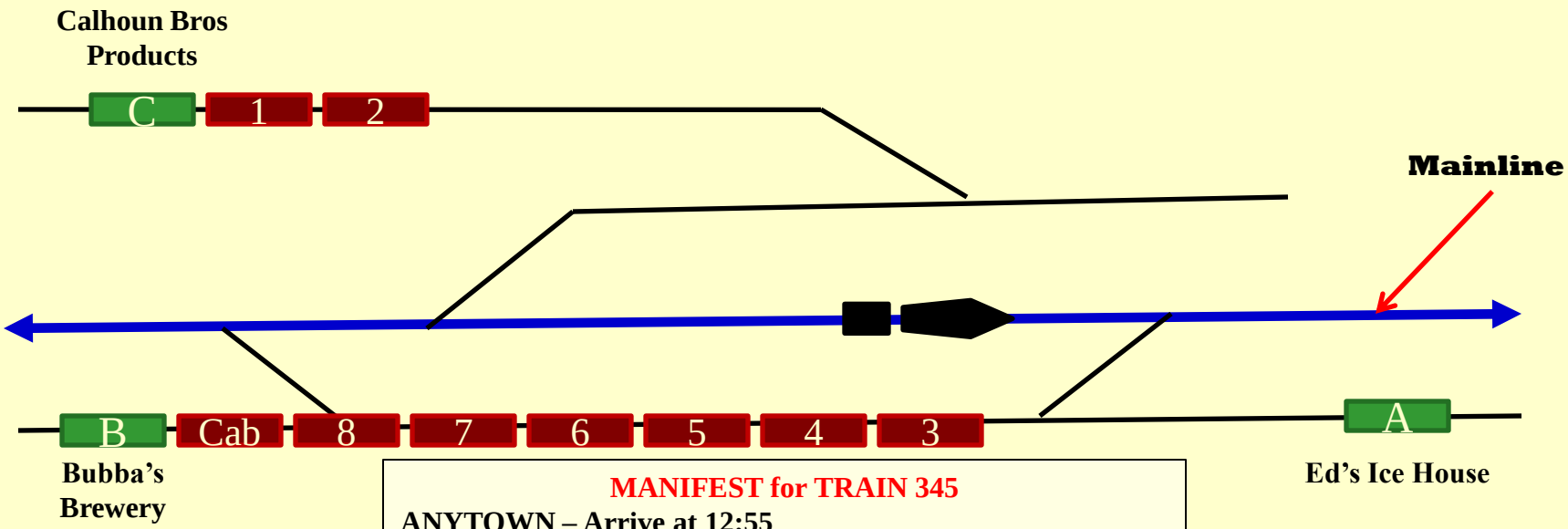

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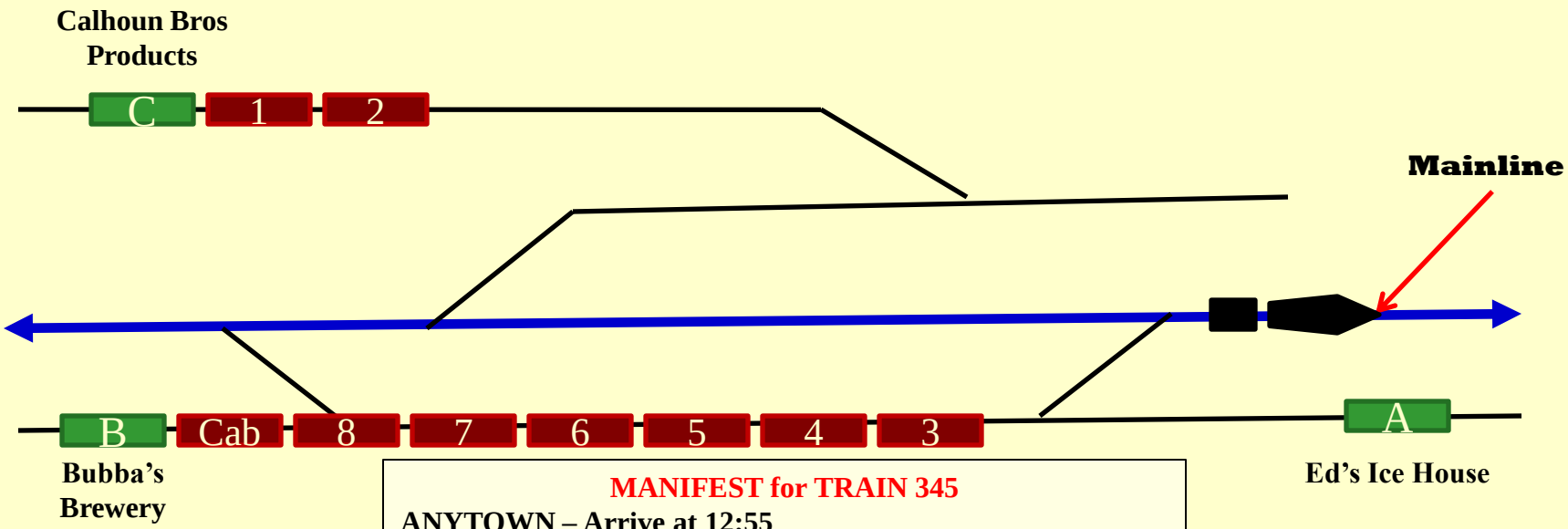

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13 Moves

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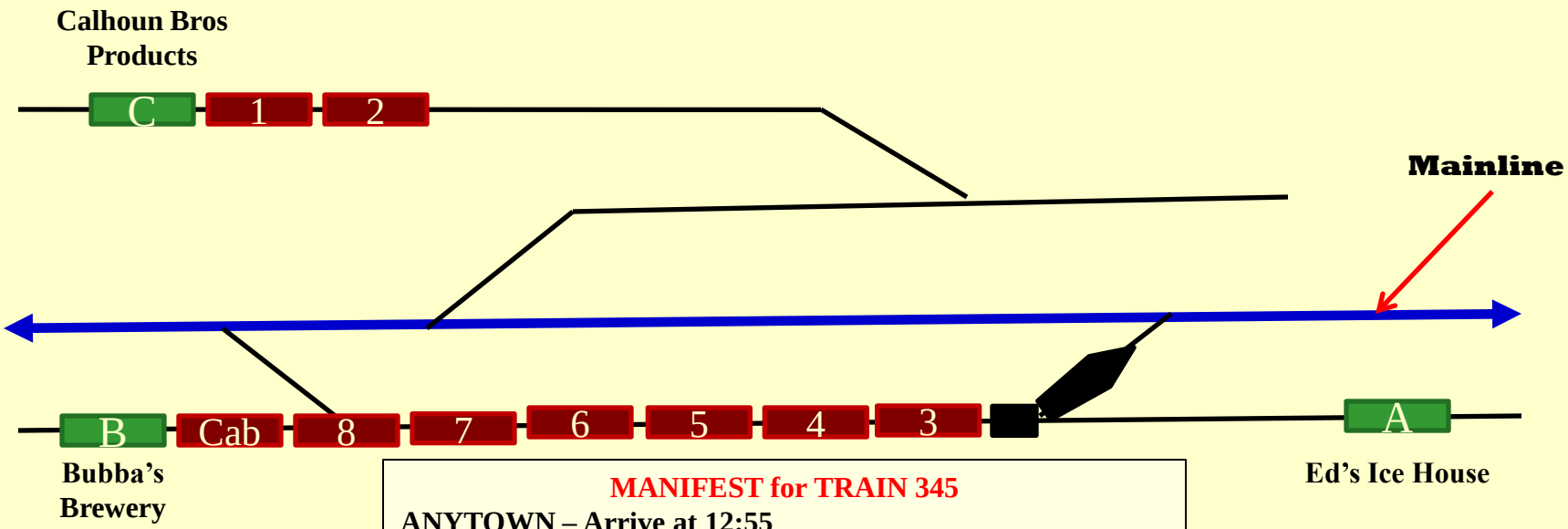

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14 Moves

Operations Primer

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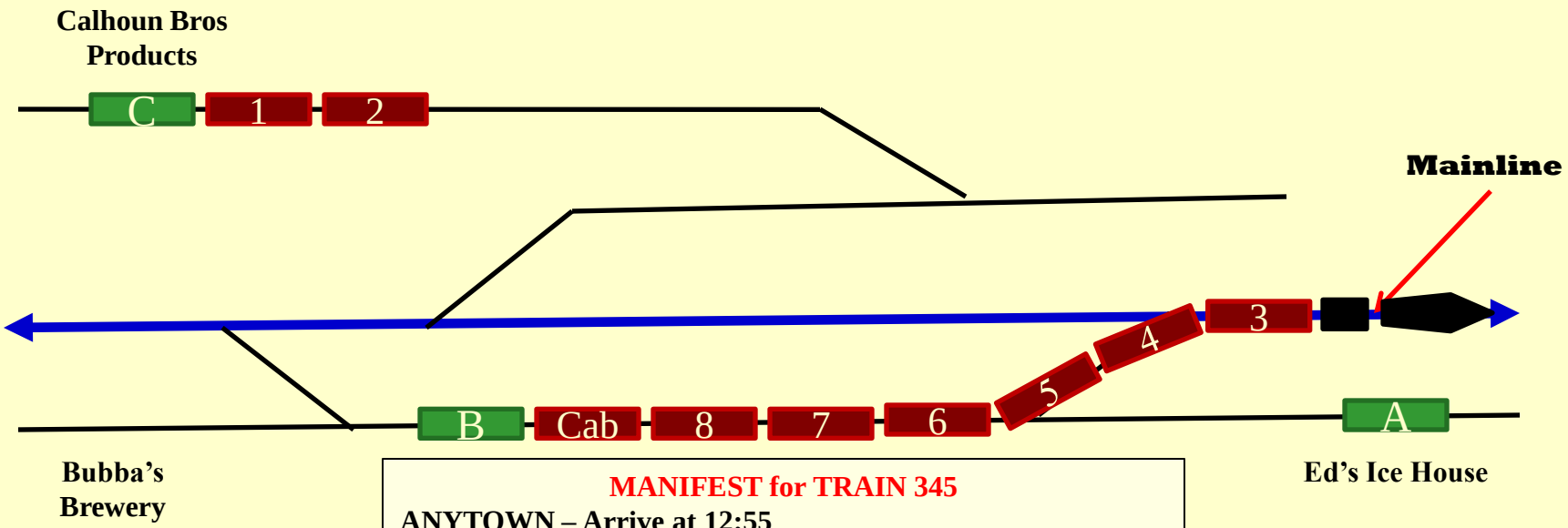

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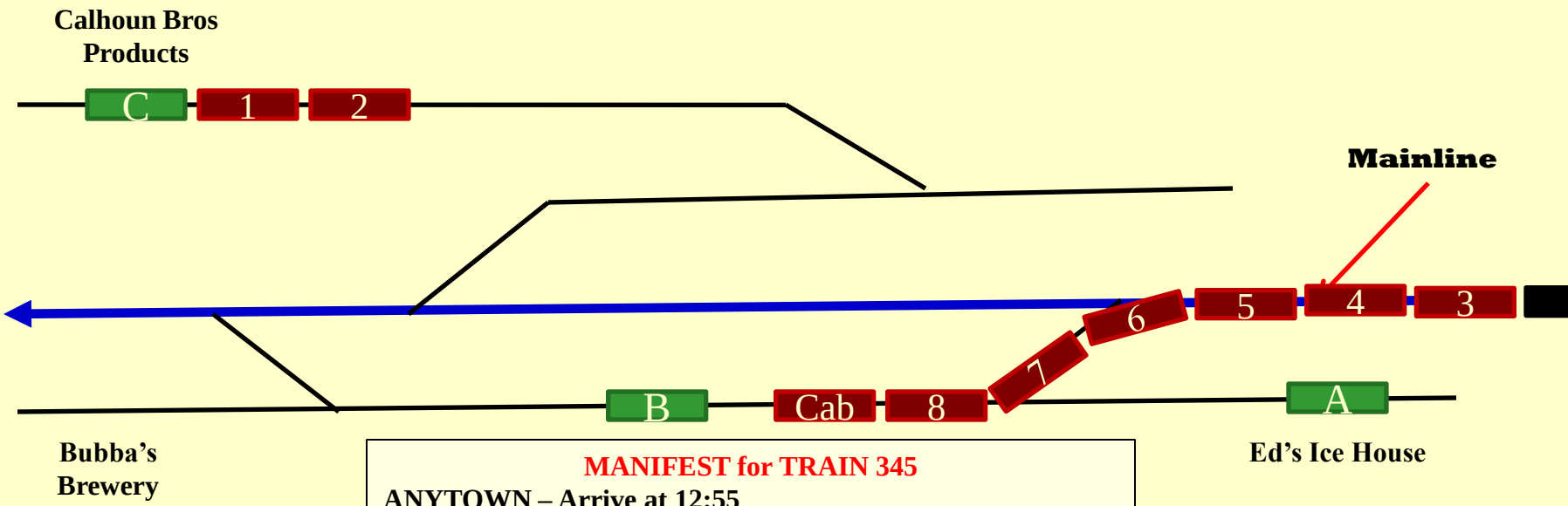

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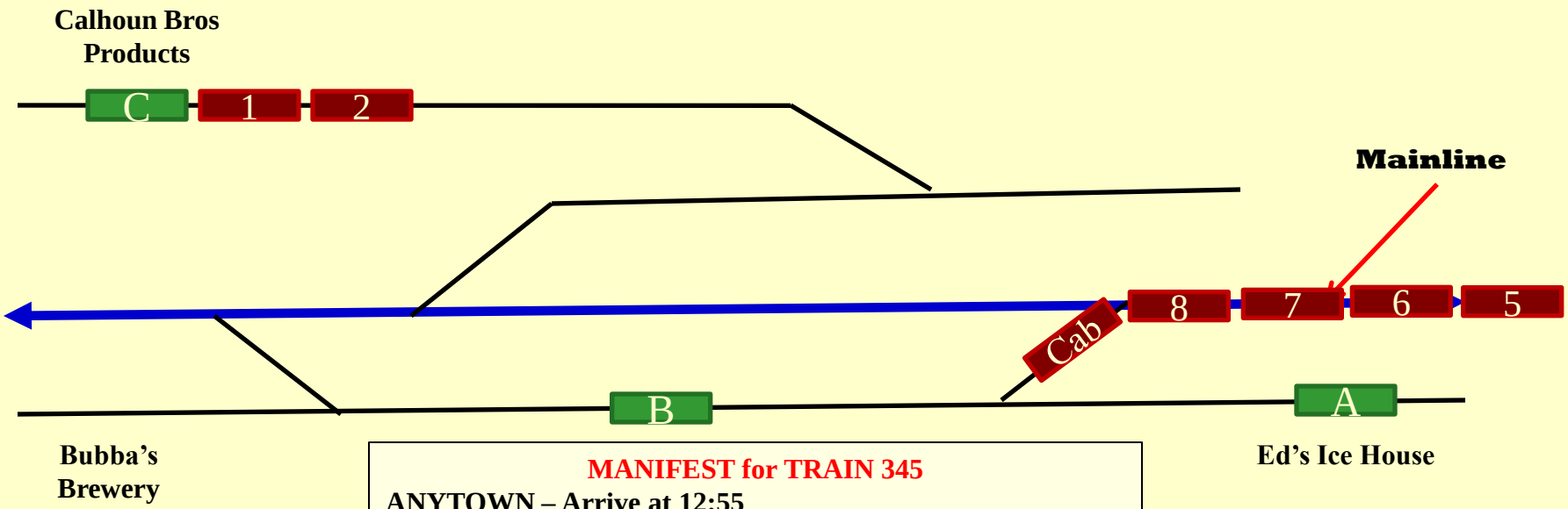

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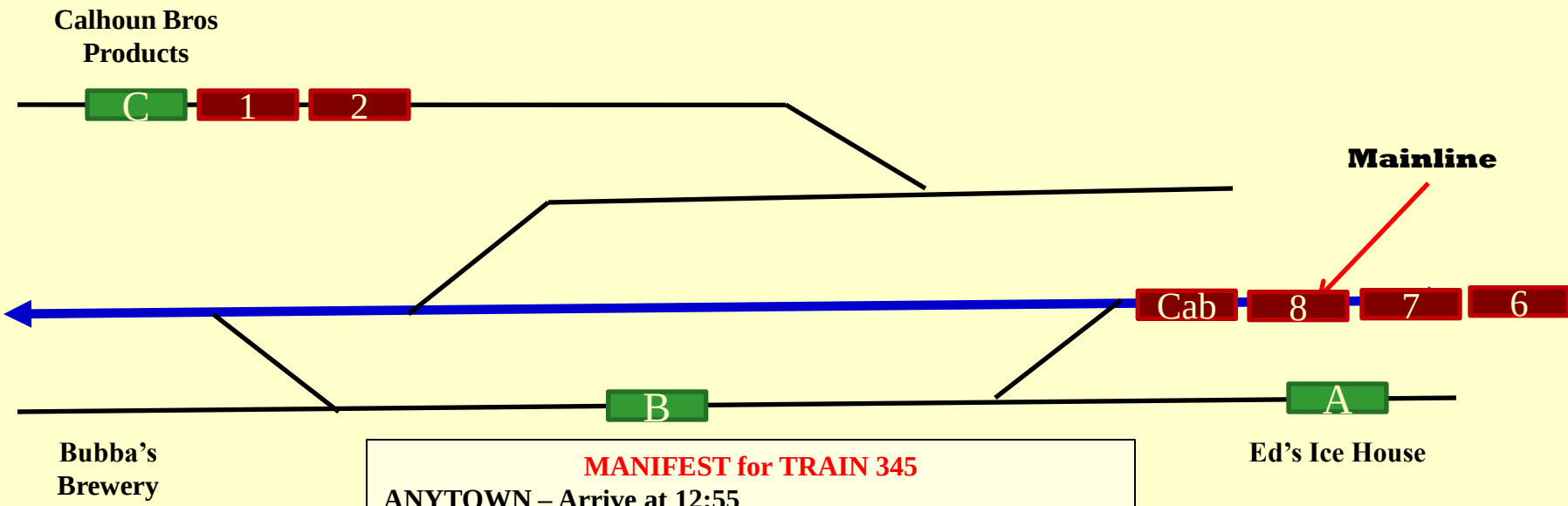

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15 Moves

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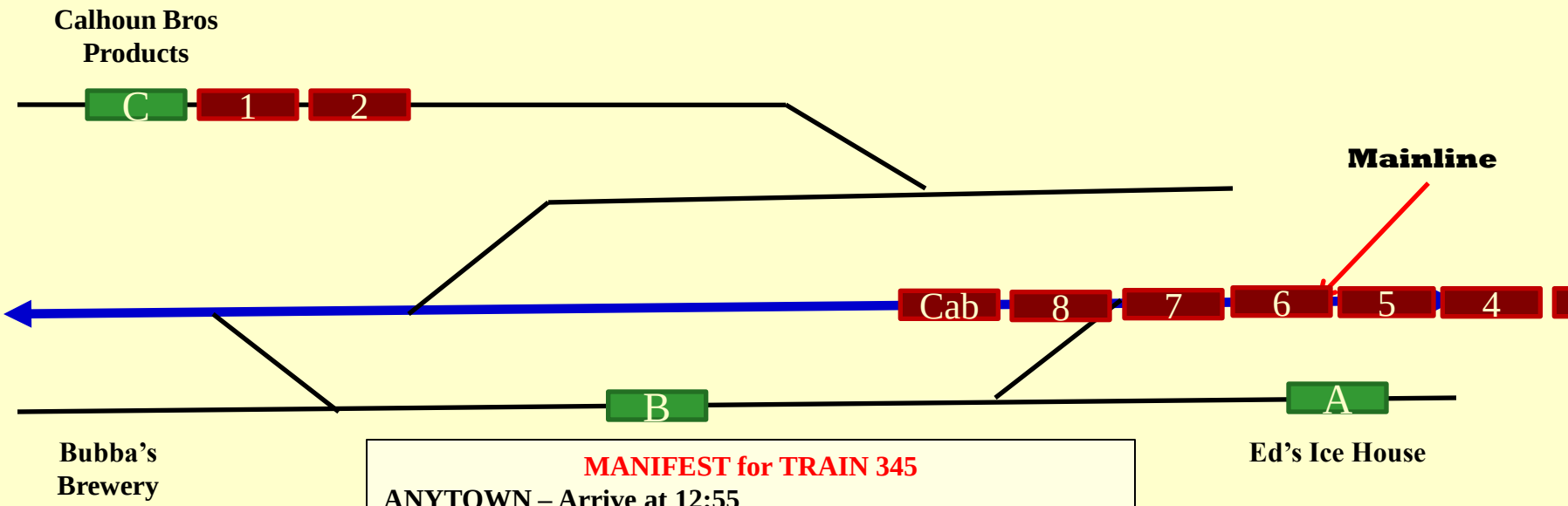

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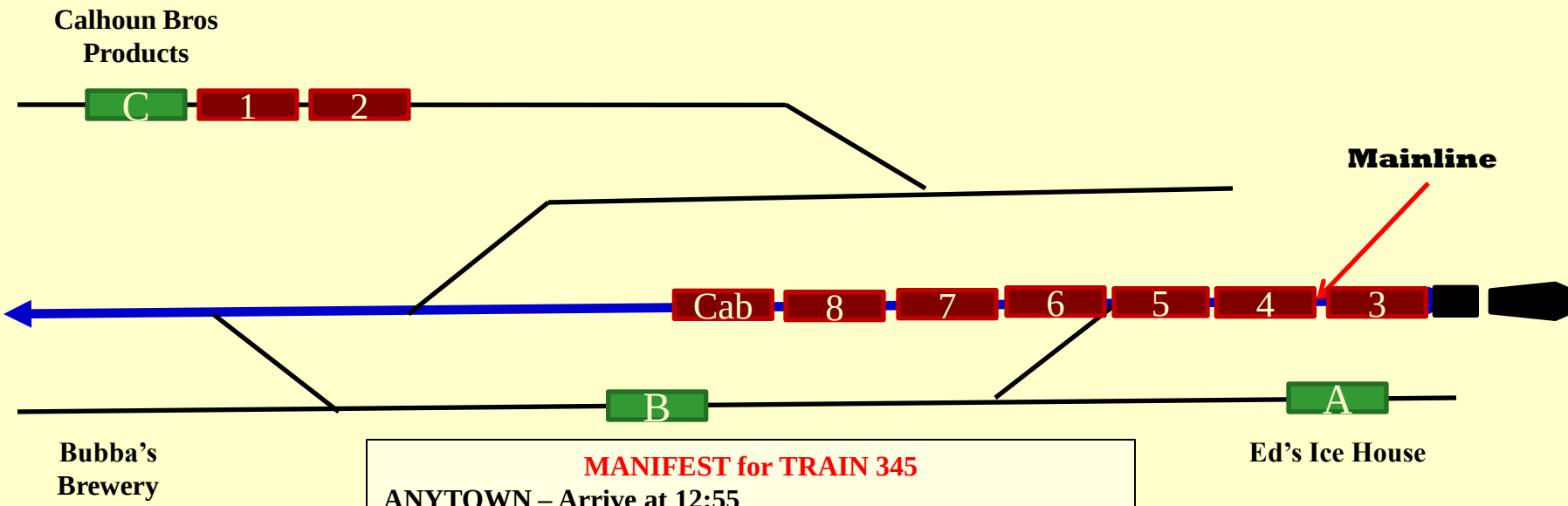

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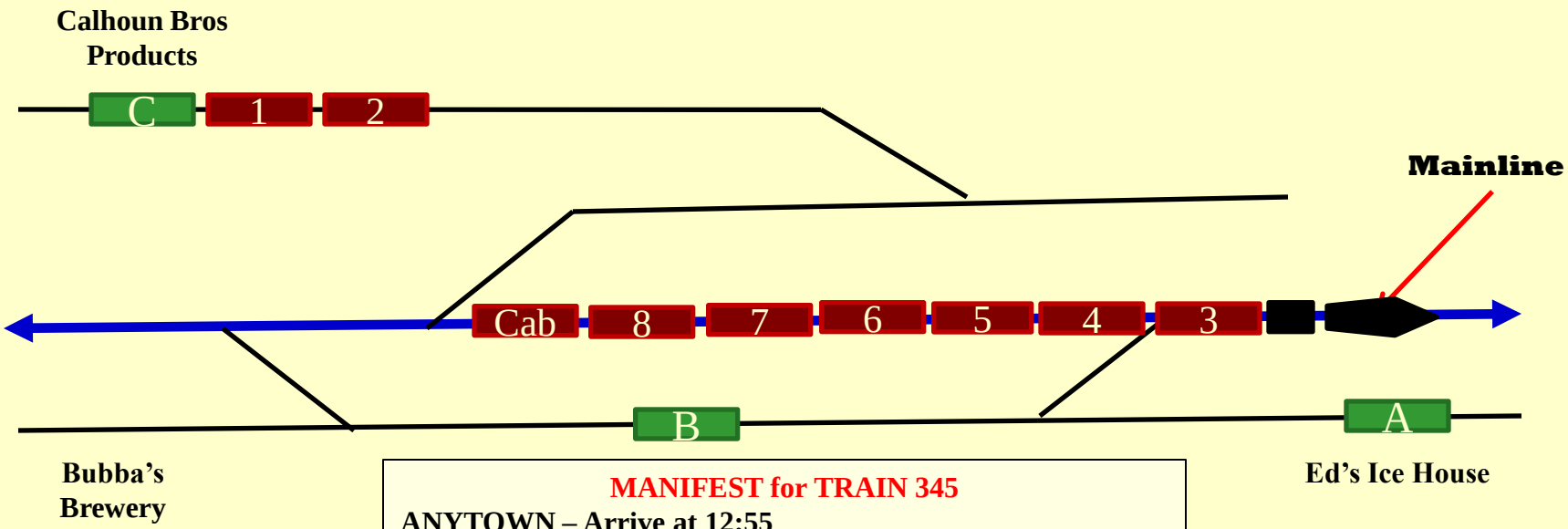

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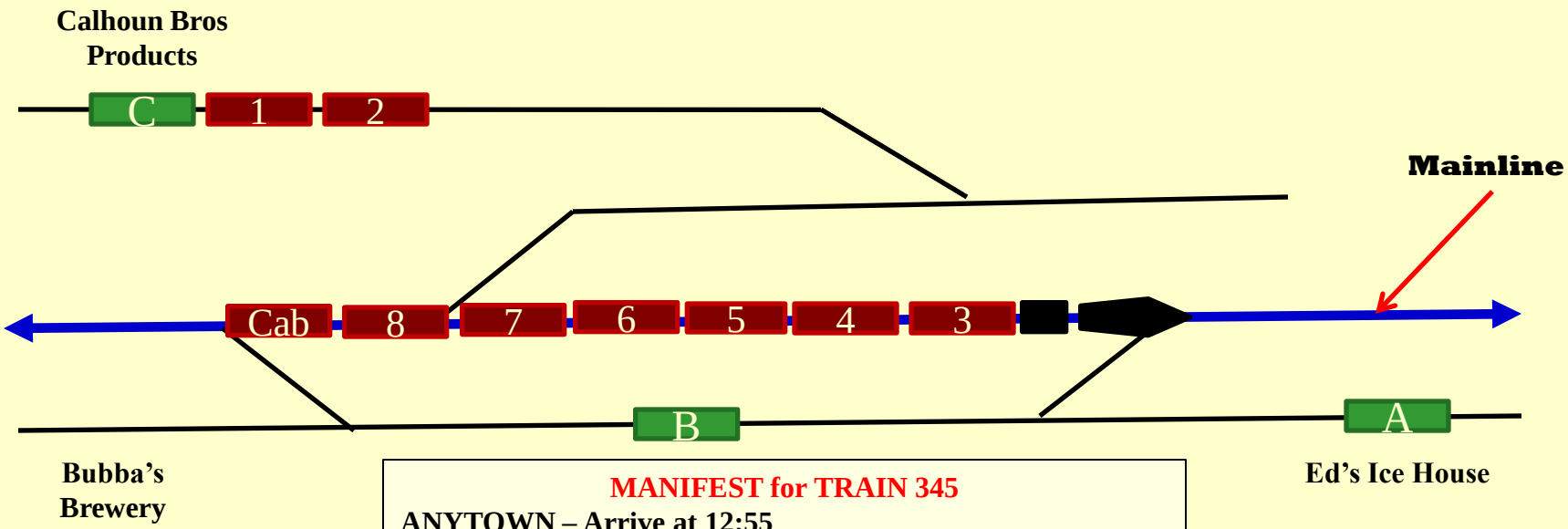

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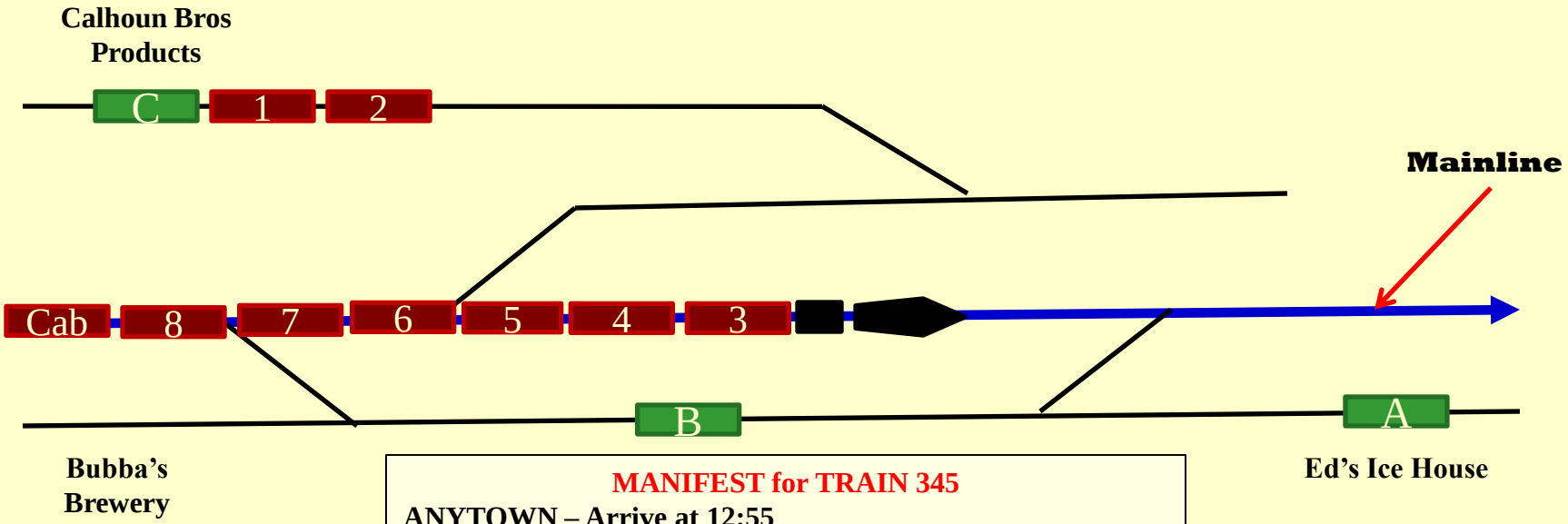

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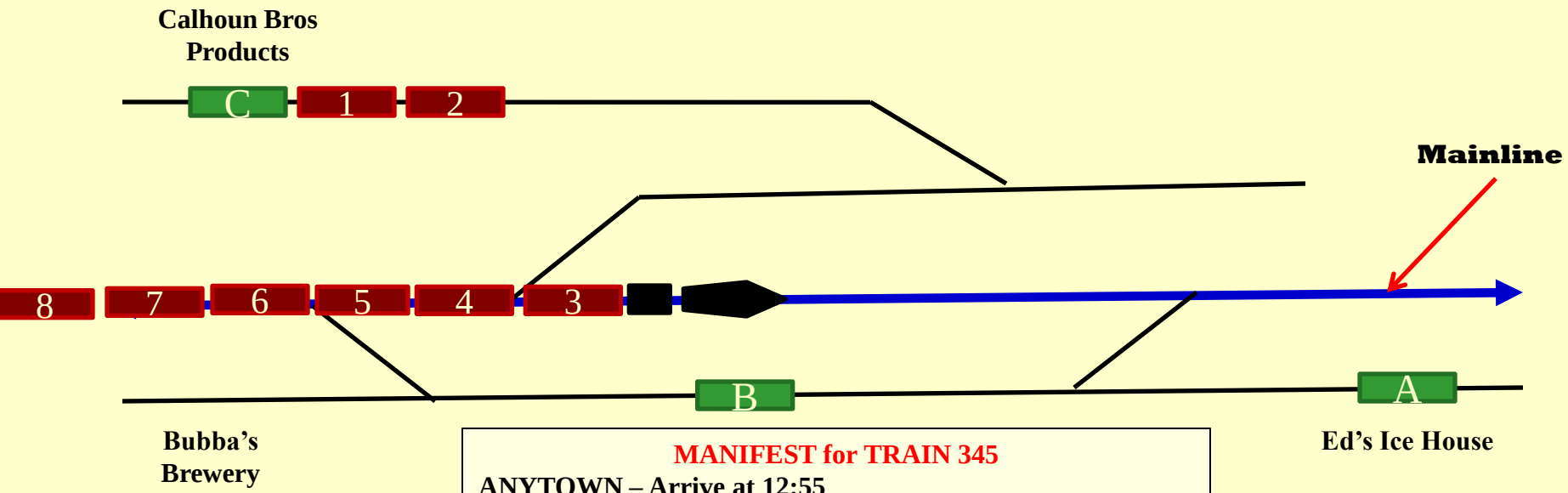

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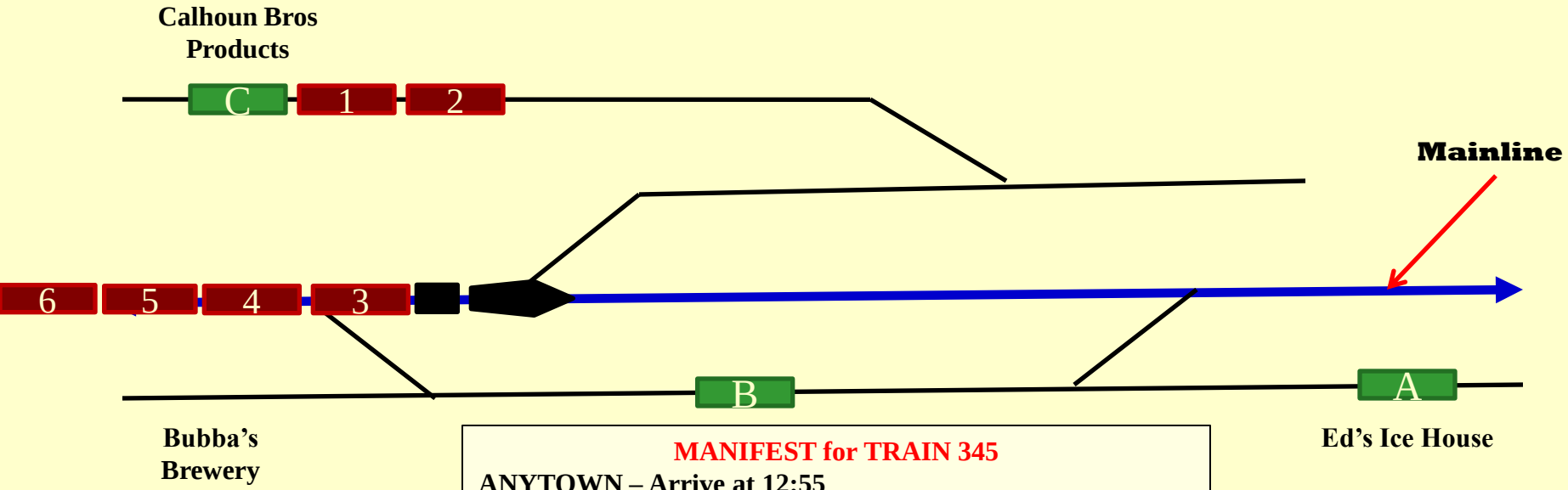

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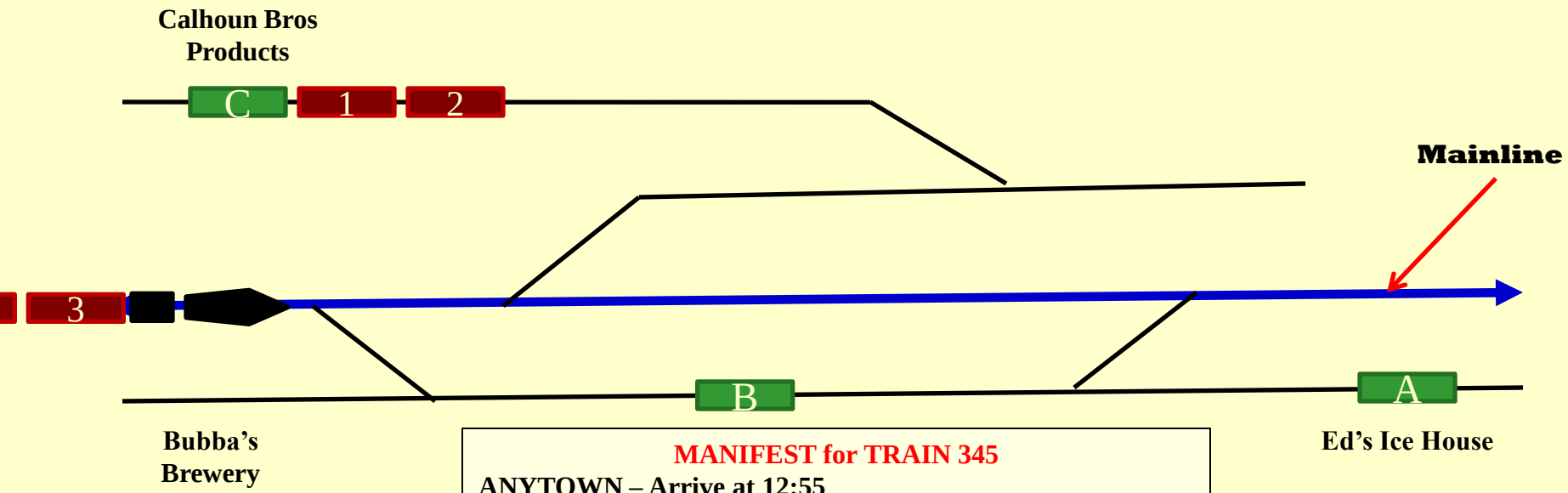

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16 Moves

Operations Primer

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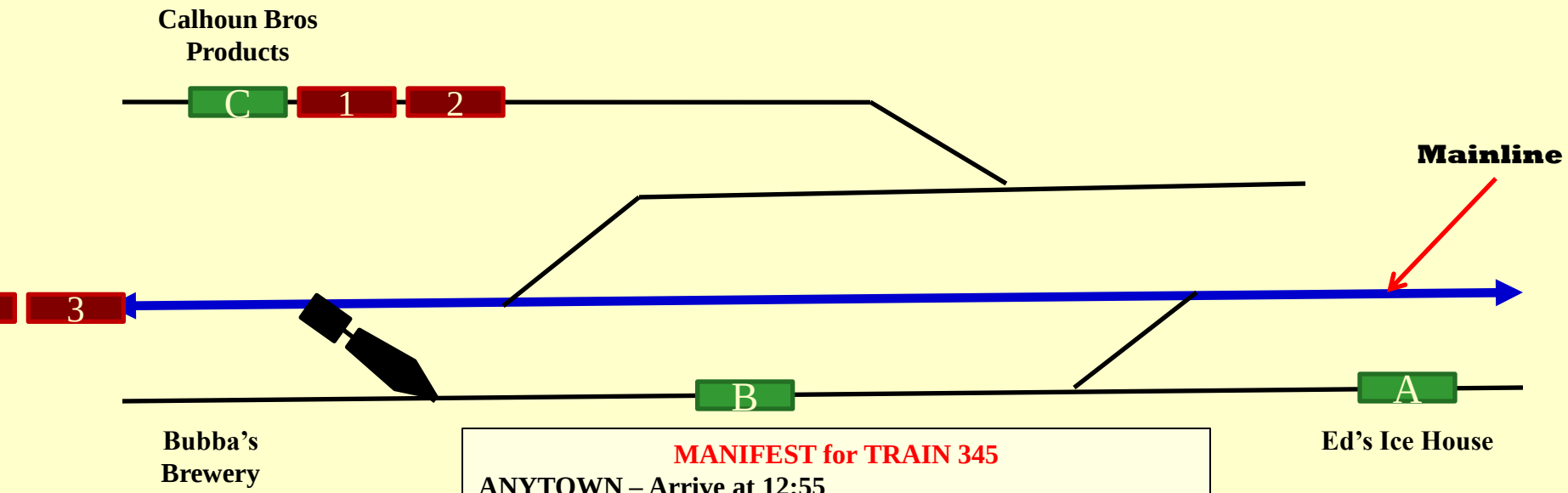

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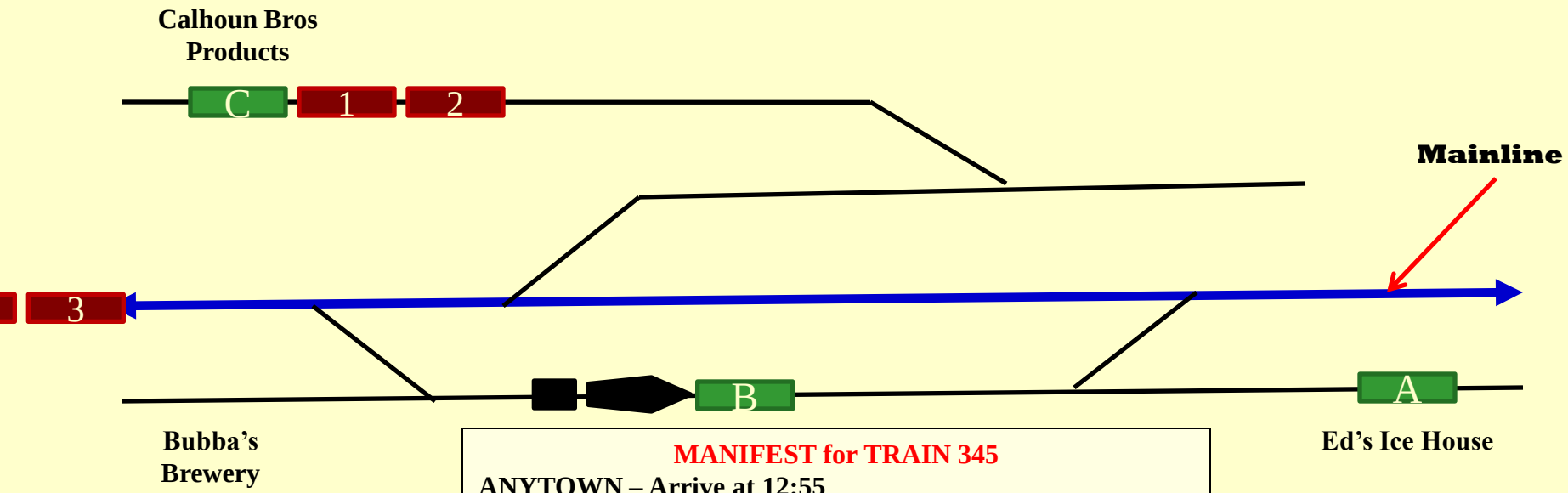

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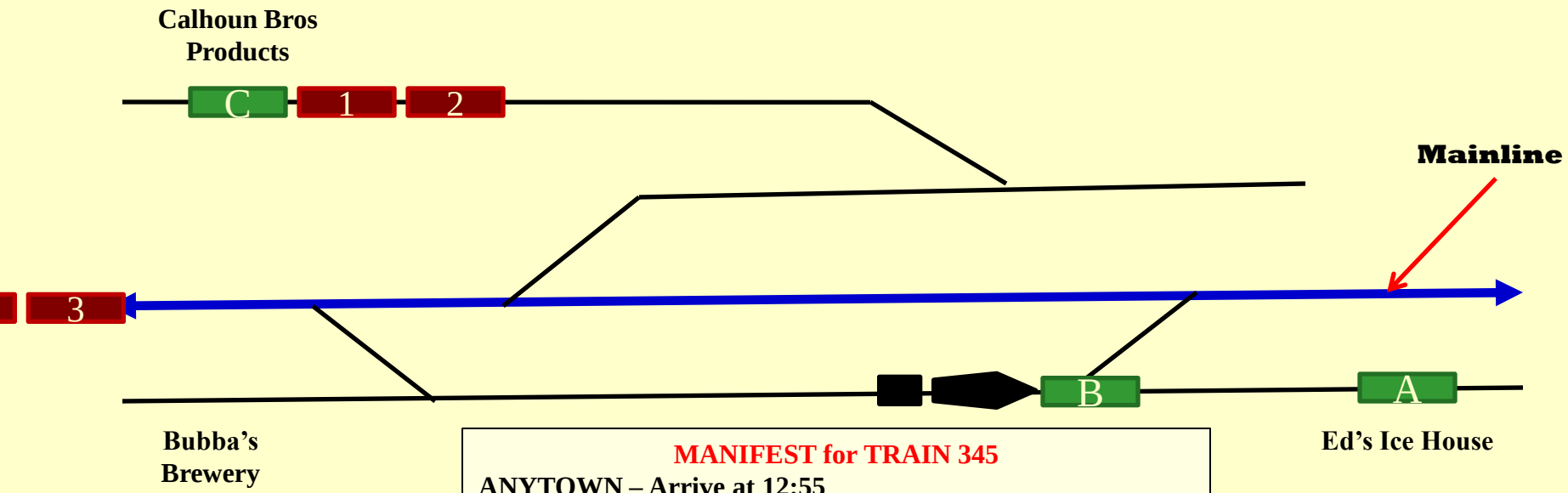

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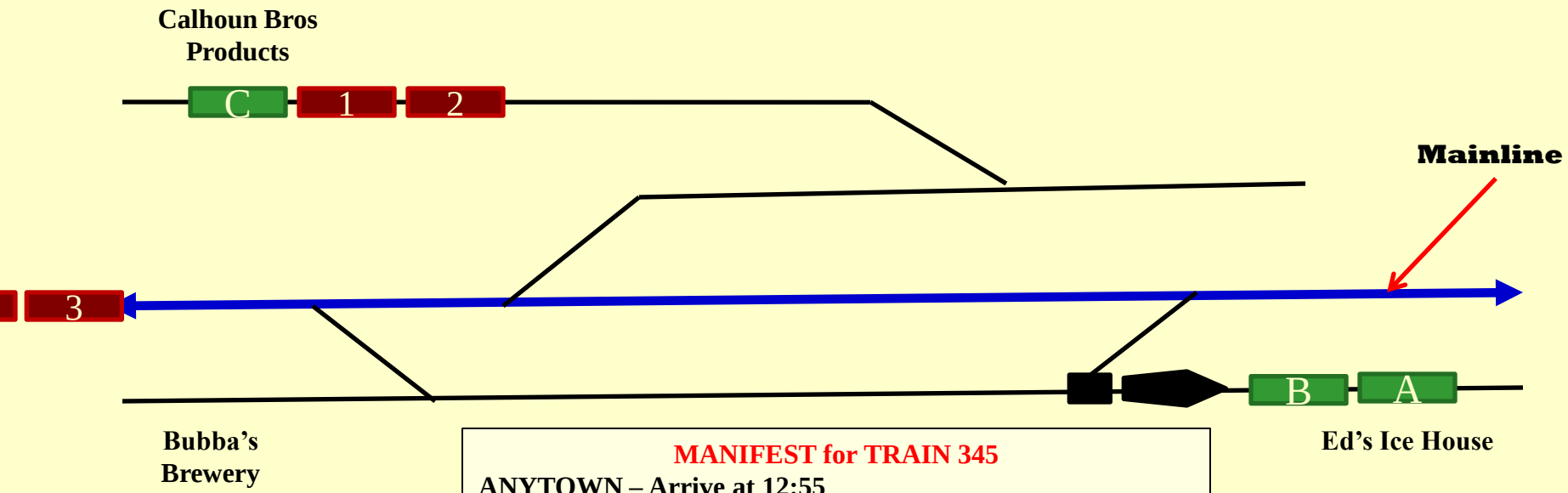

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17 Moves

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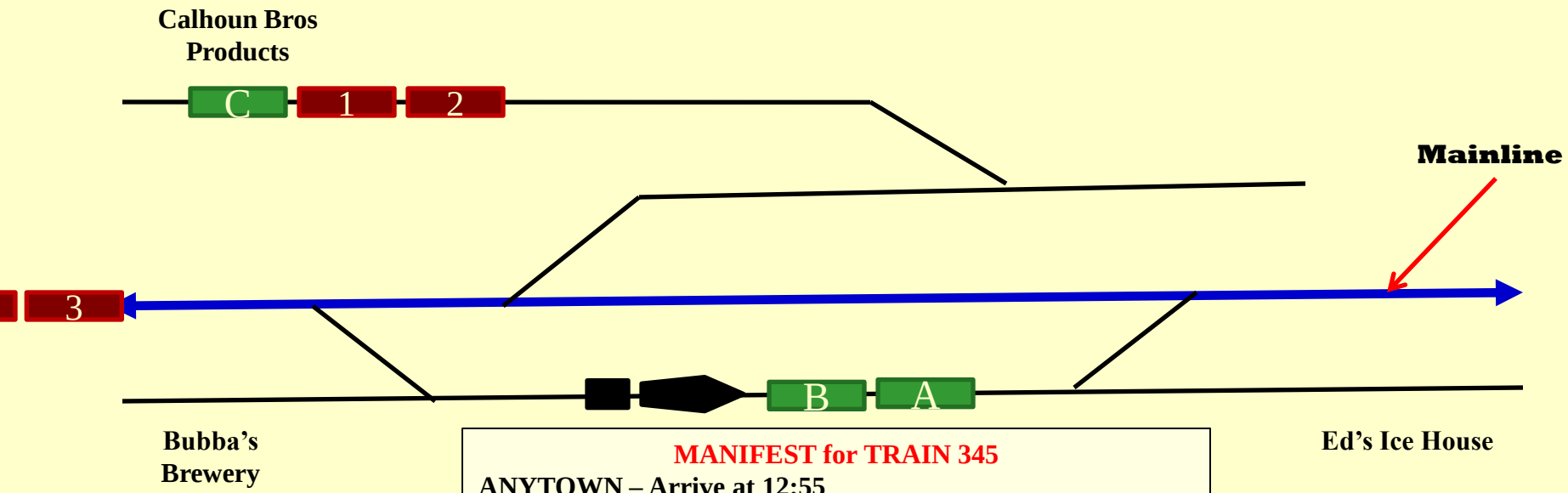

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18 Moves

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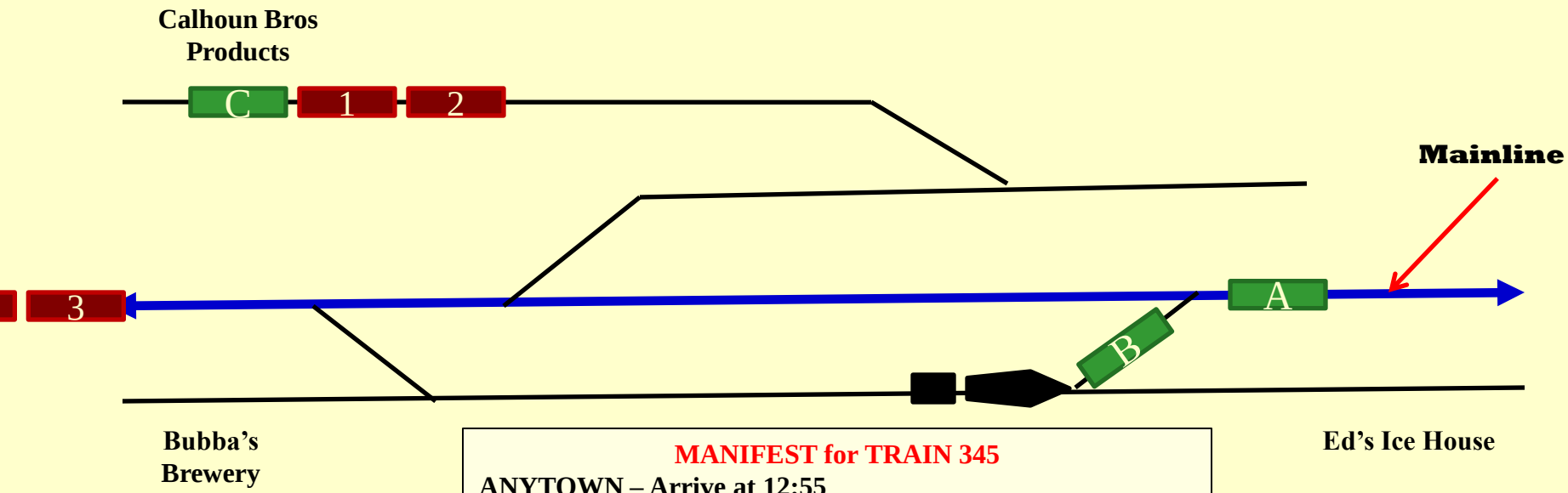

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19 Moves

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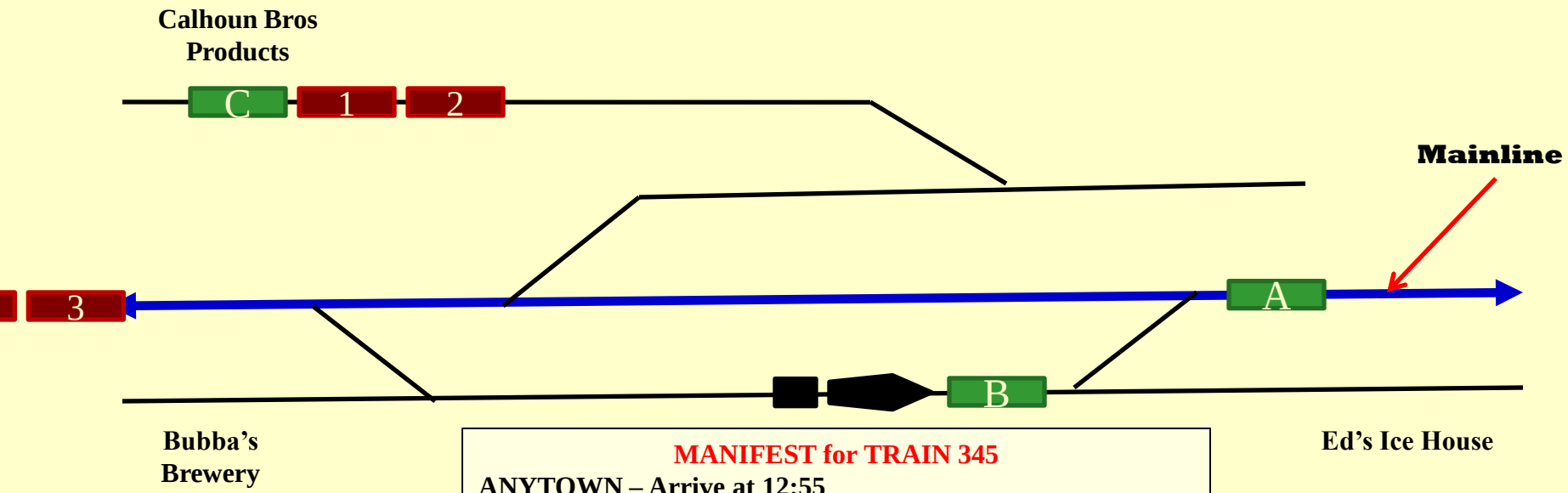

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20 Moves

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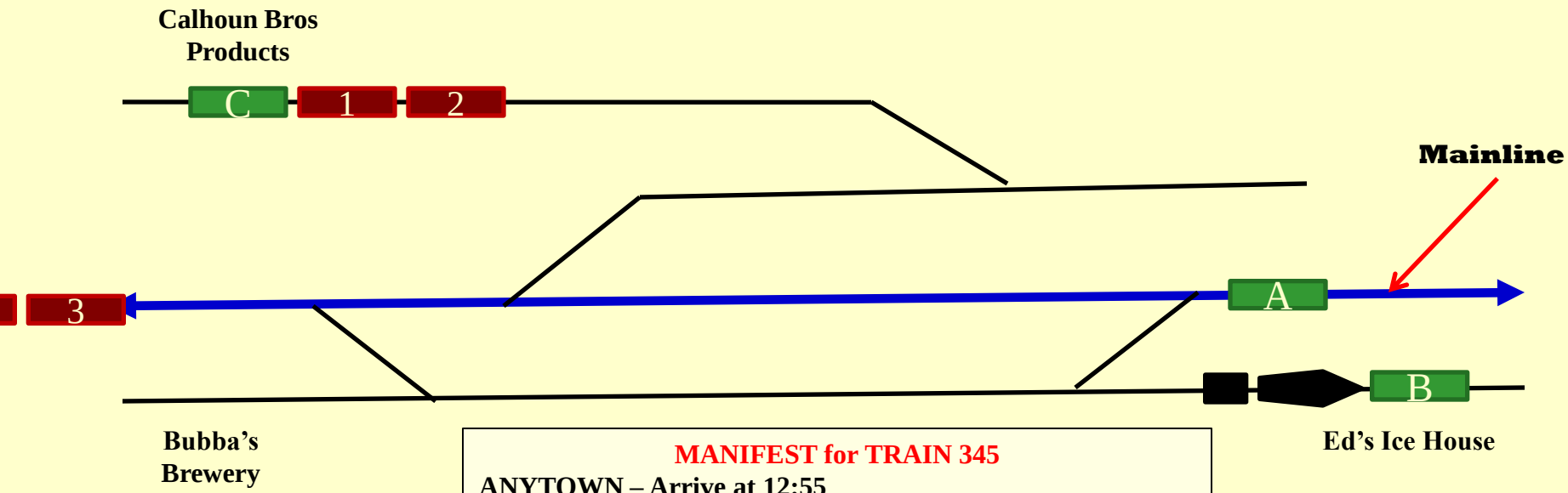

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21 Moves

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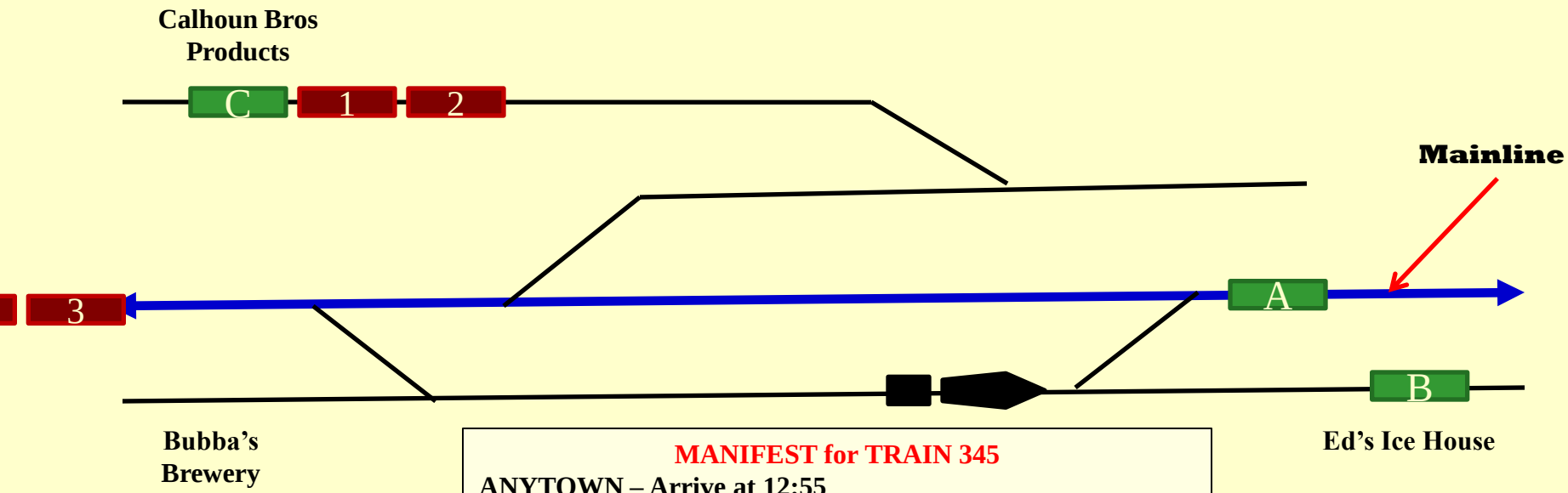

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22 Moves

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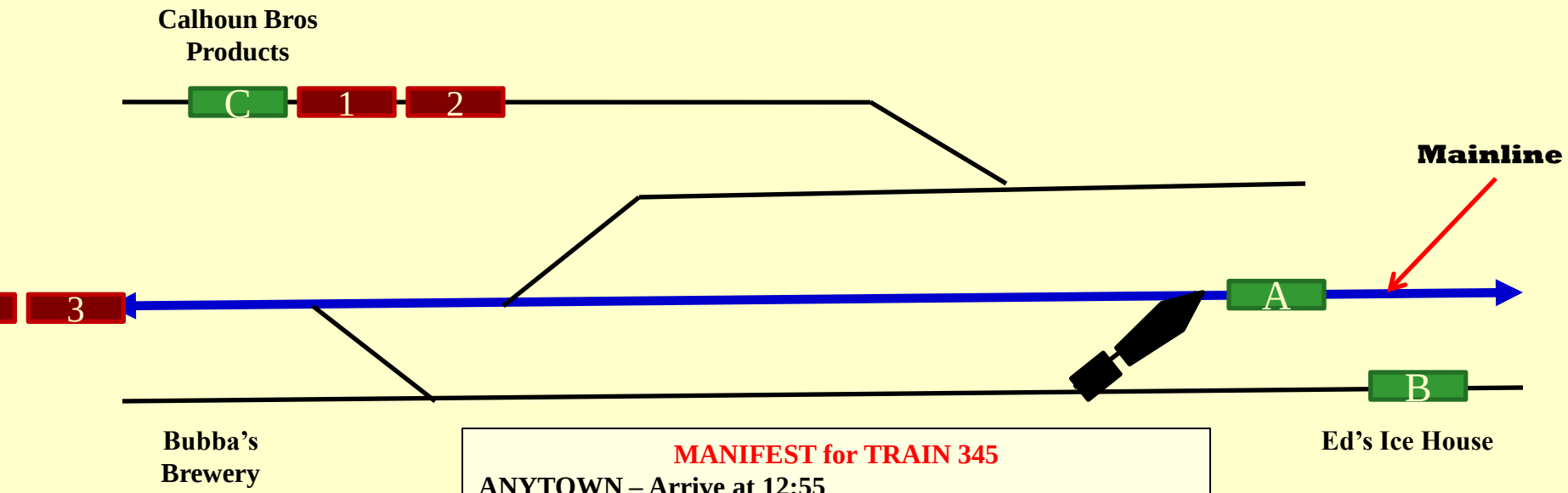

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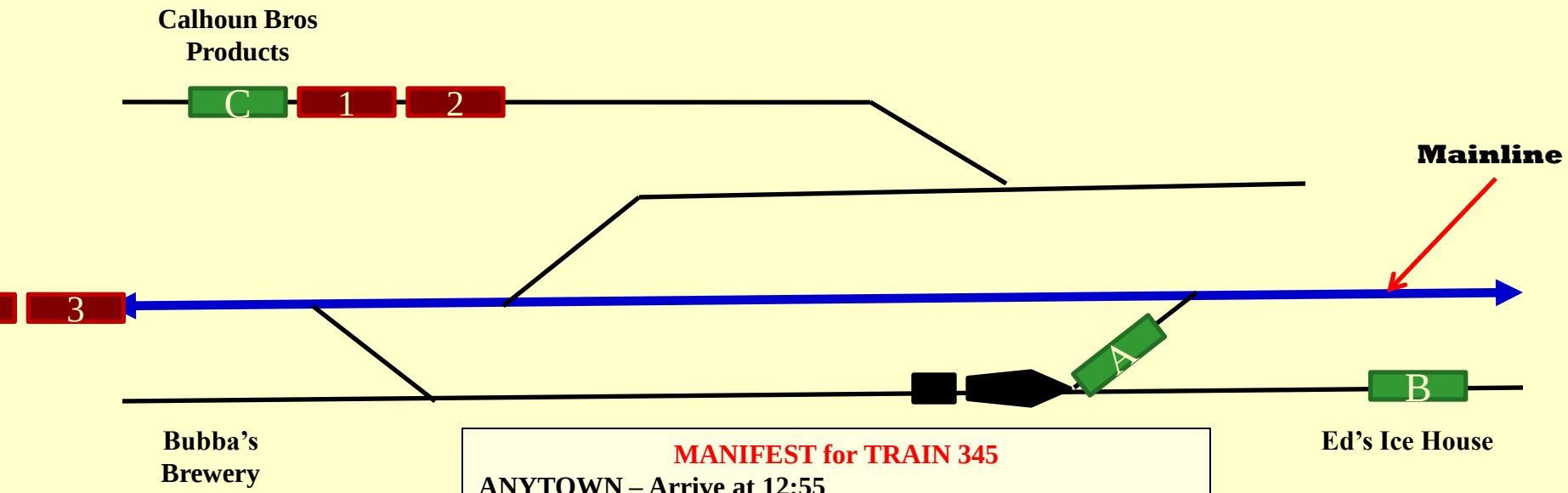

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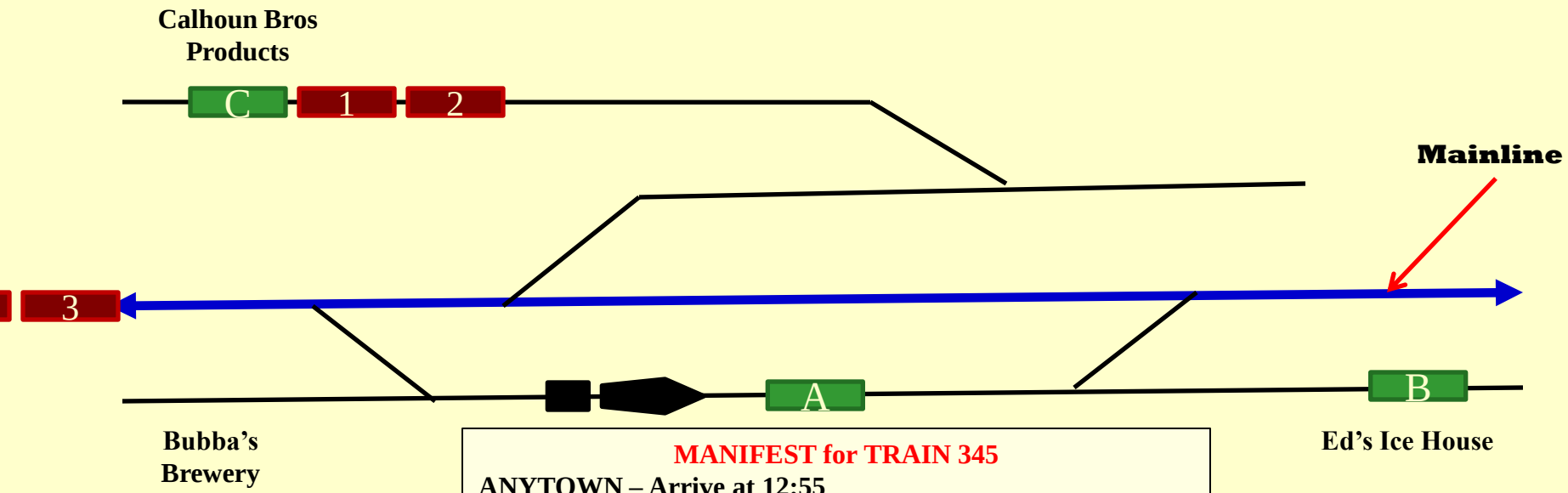
Operations Primer

Switching Anytown



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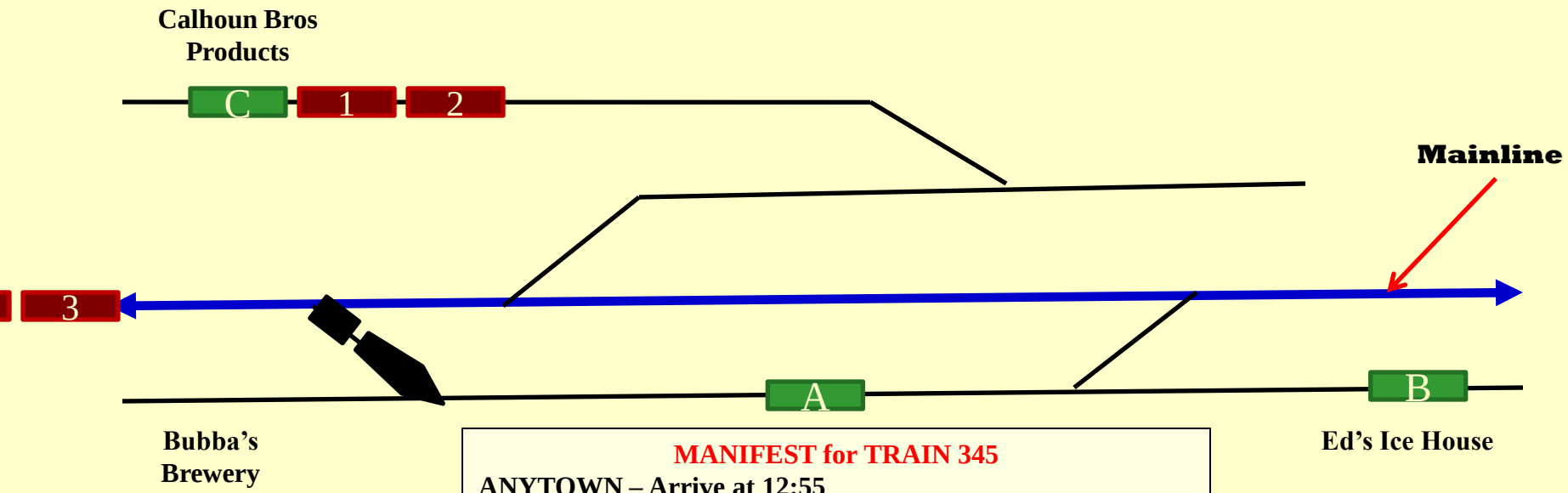

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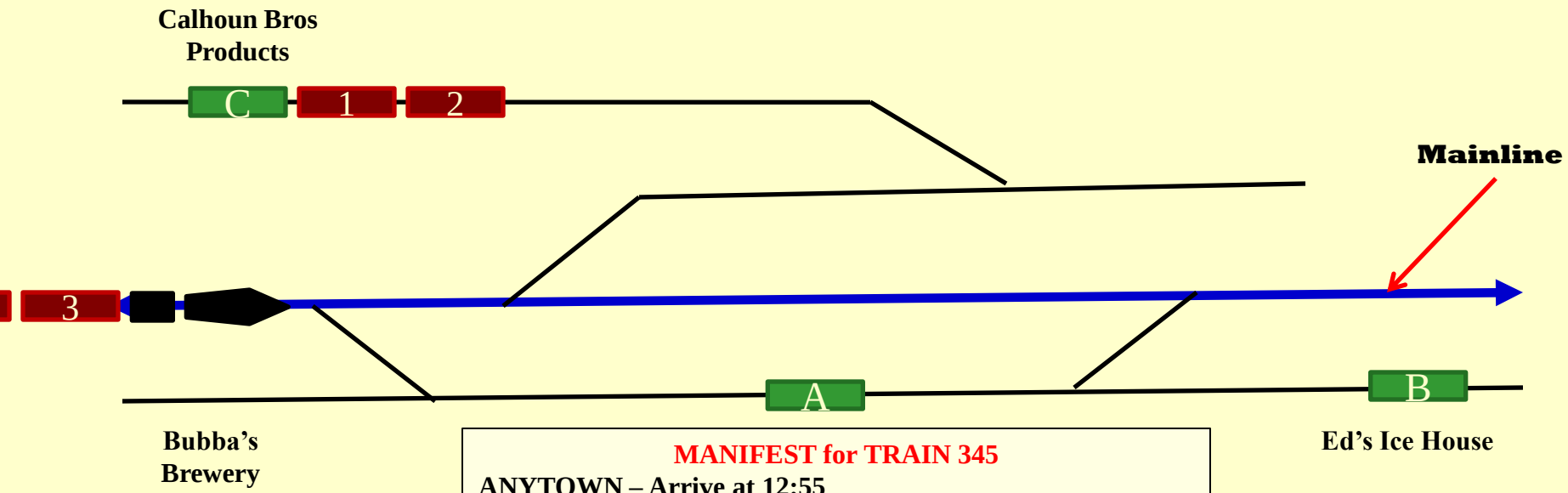

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24 Moves

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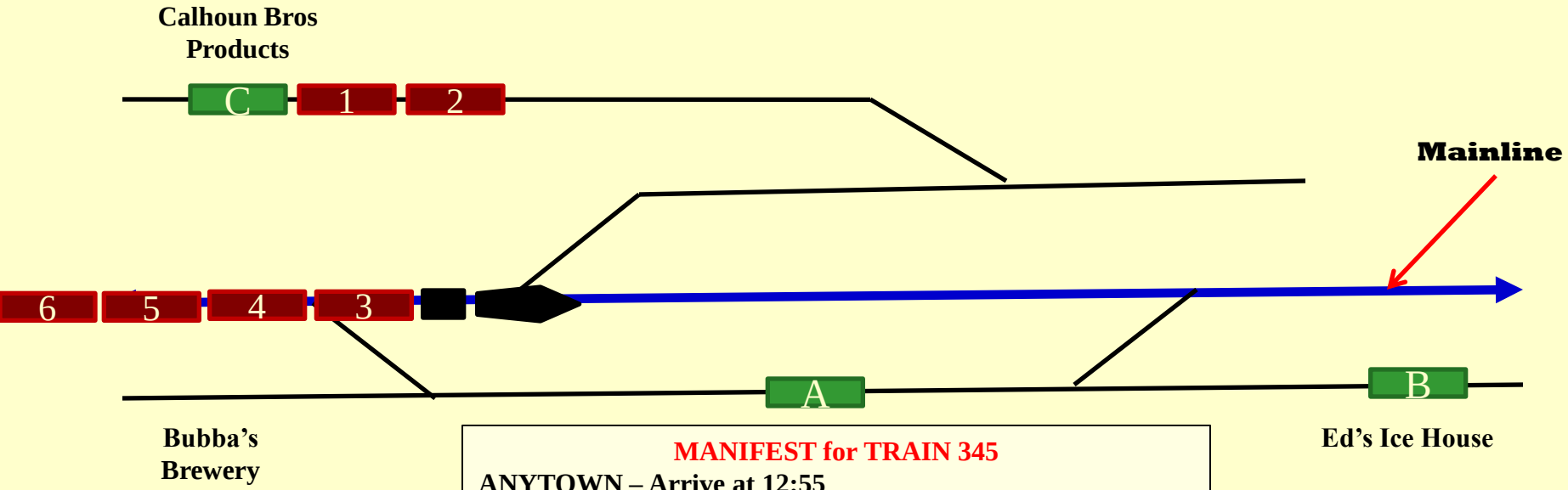

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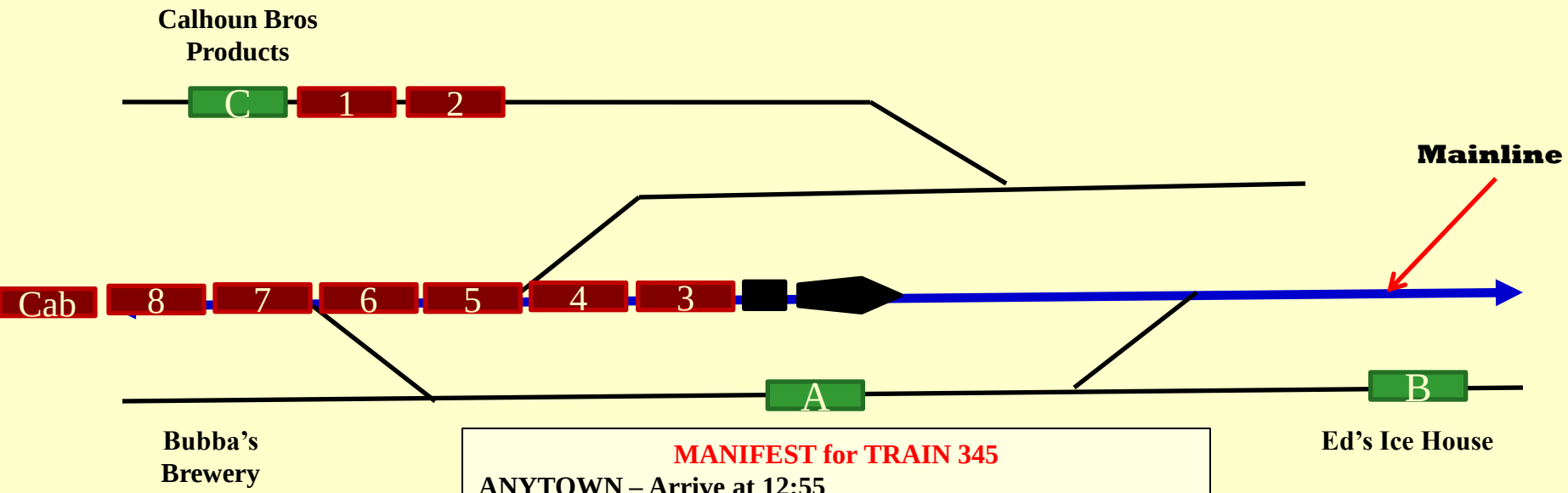

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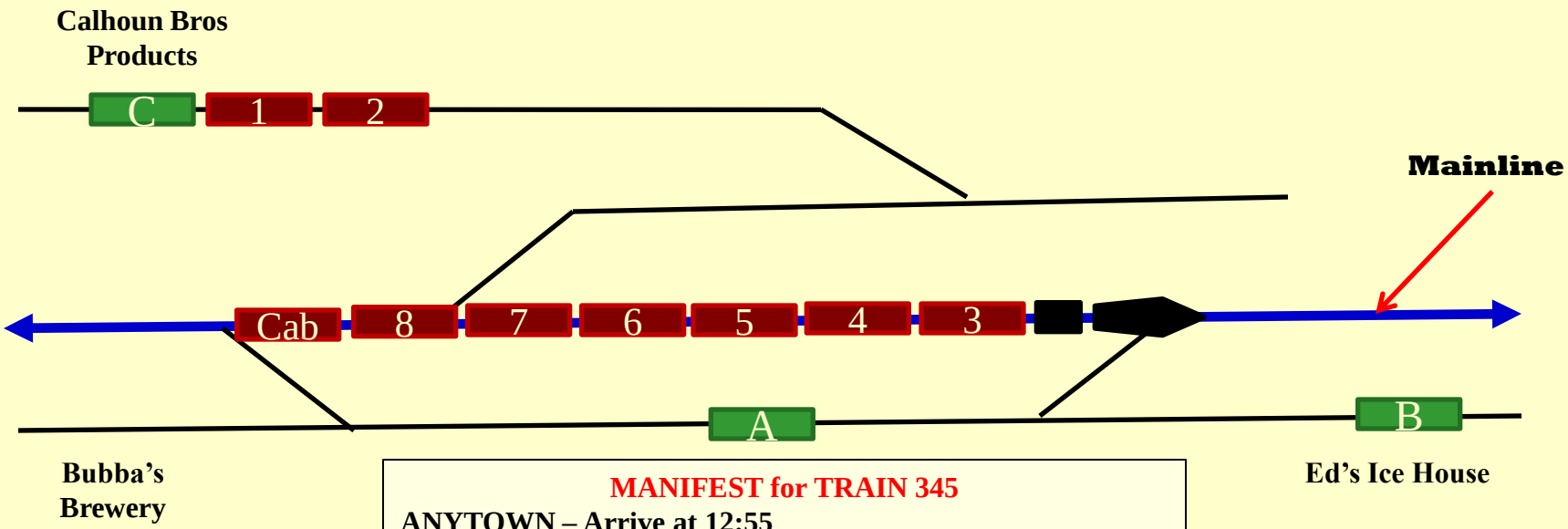

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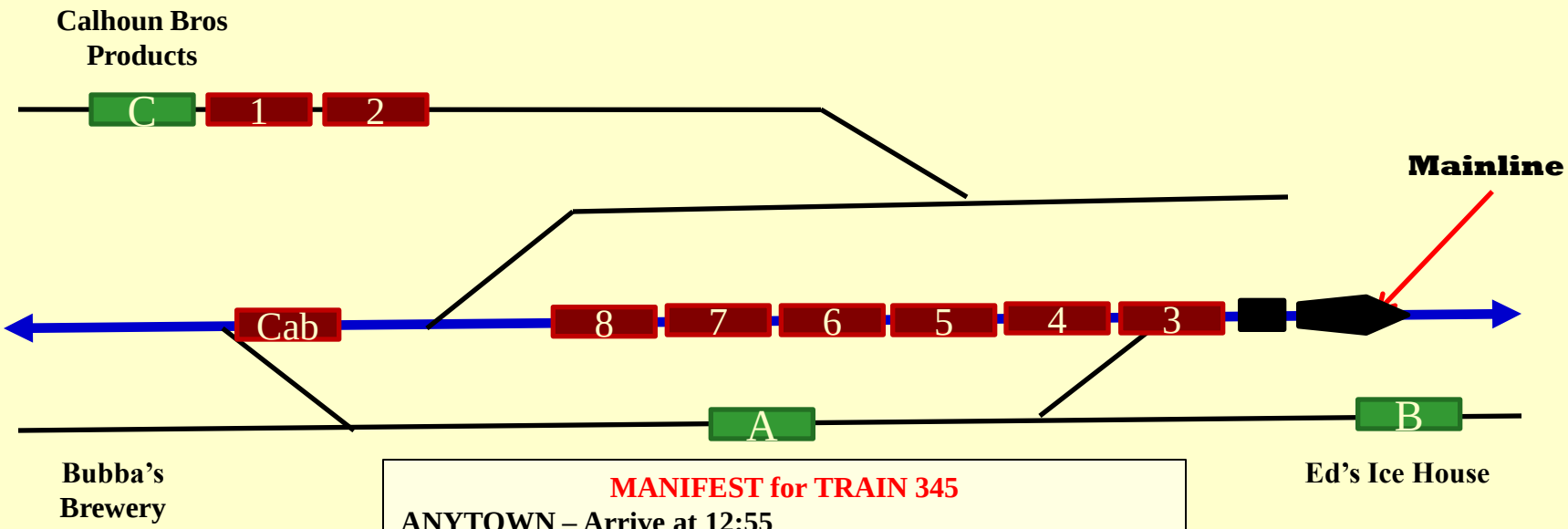

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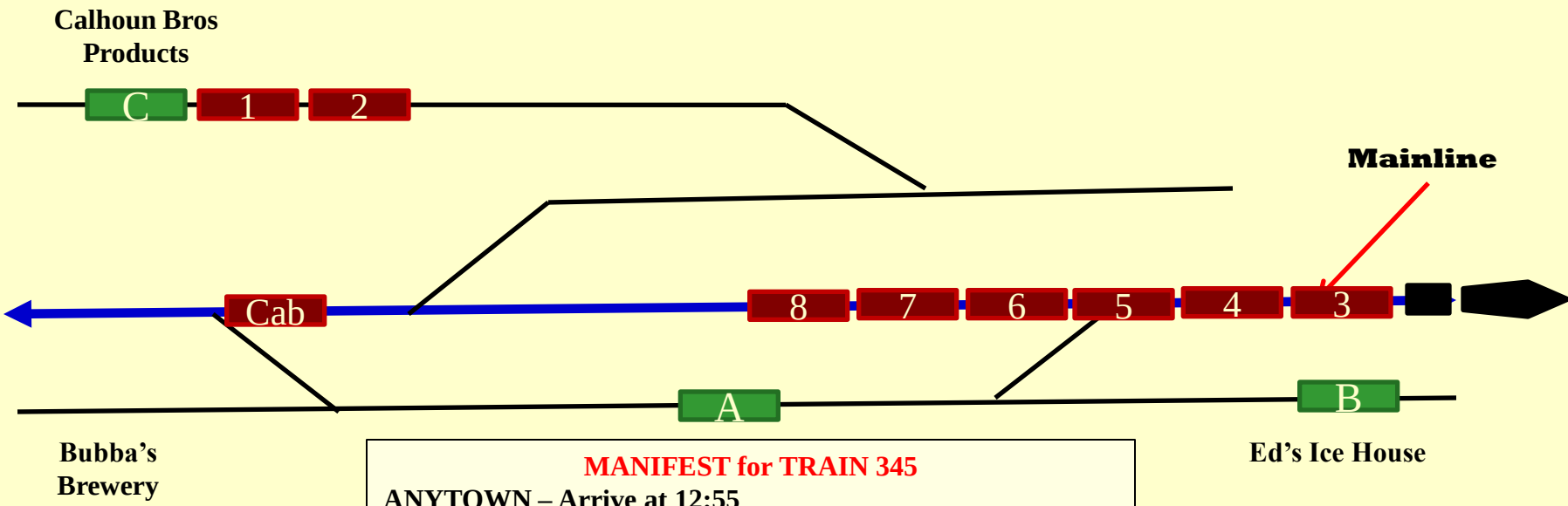

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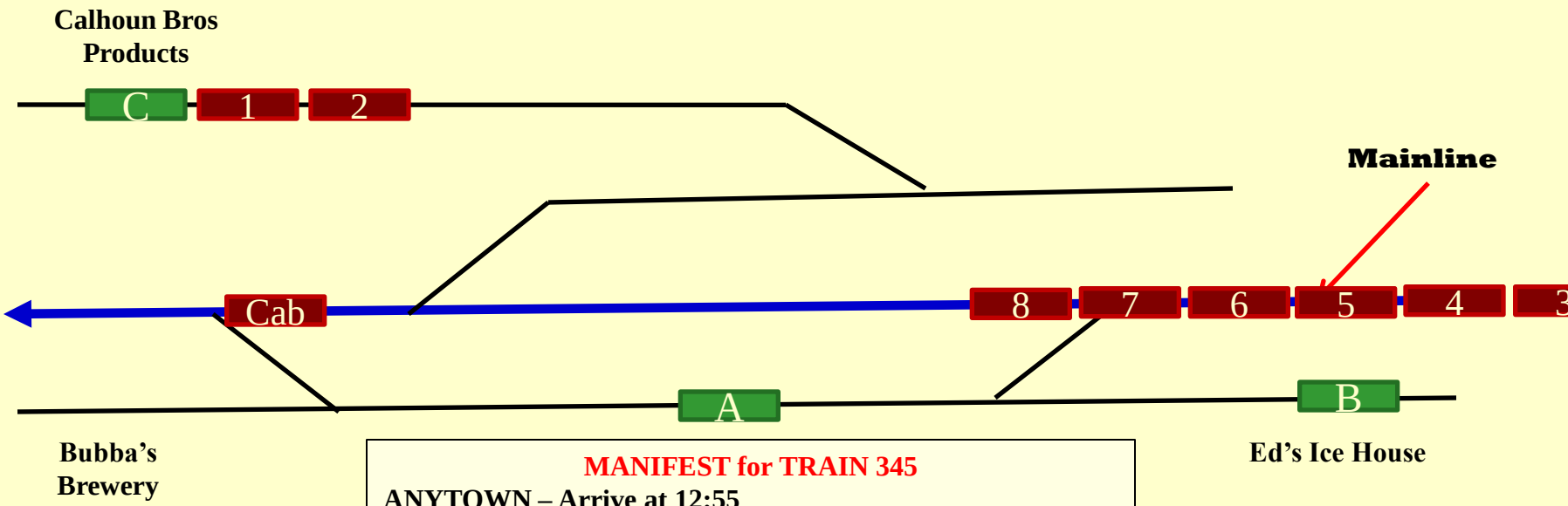

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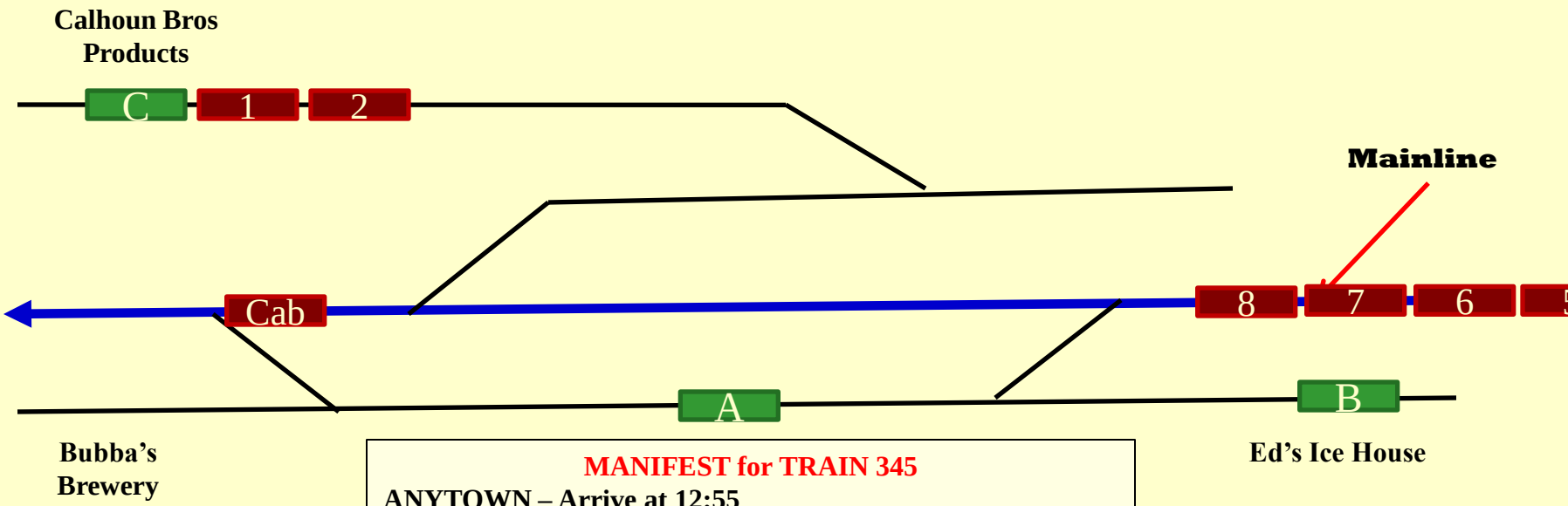

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25 Moves

Operations Primer

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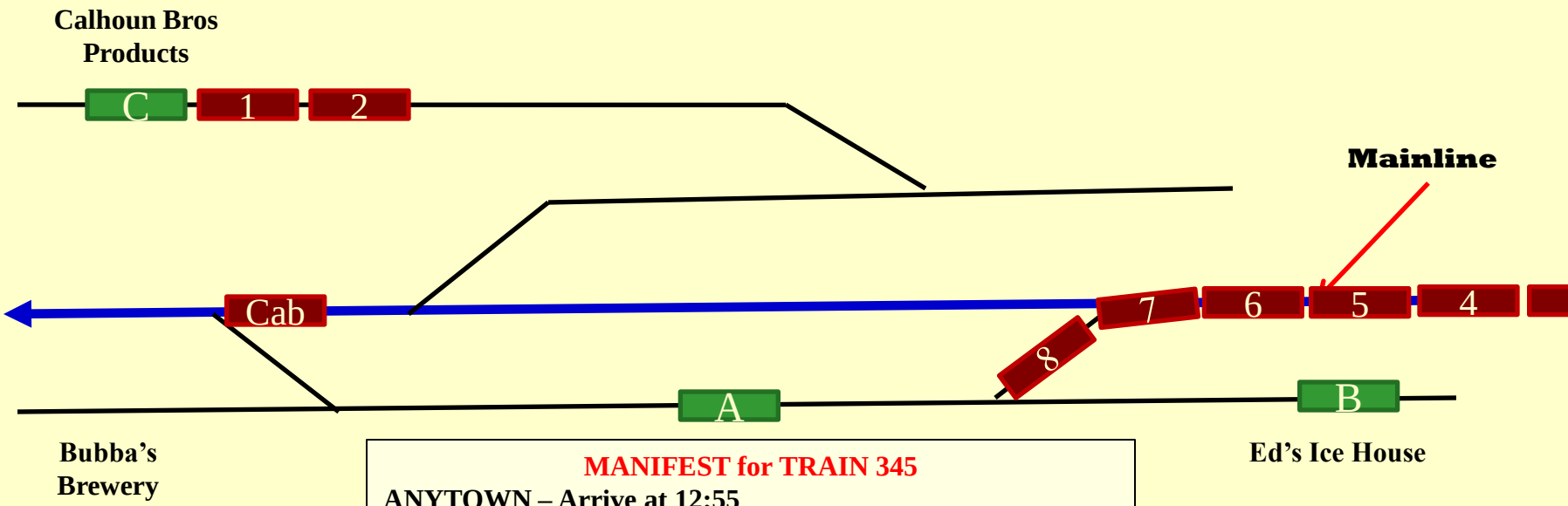

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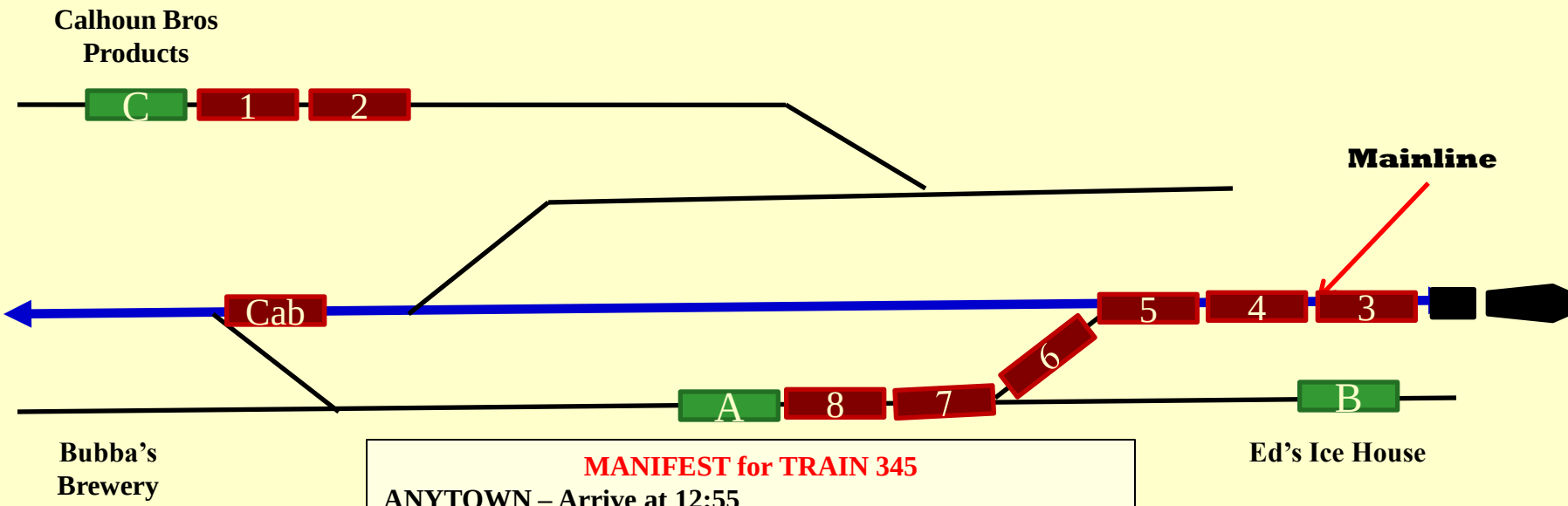

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26 Moves

Operations Primer

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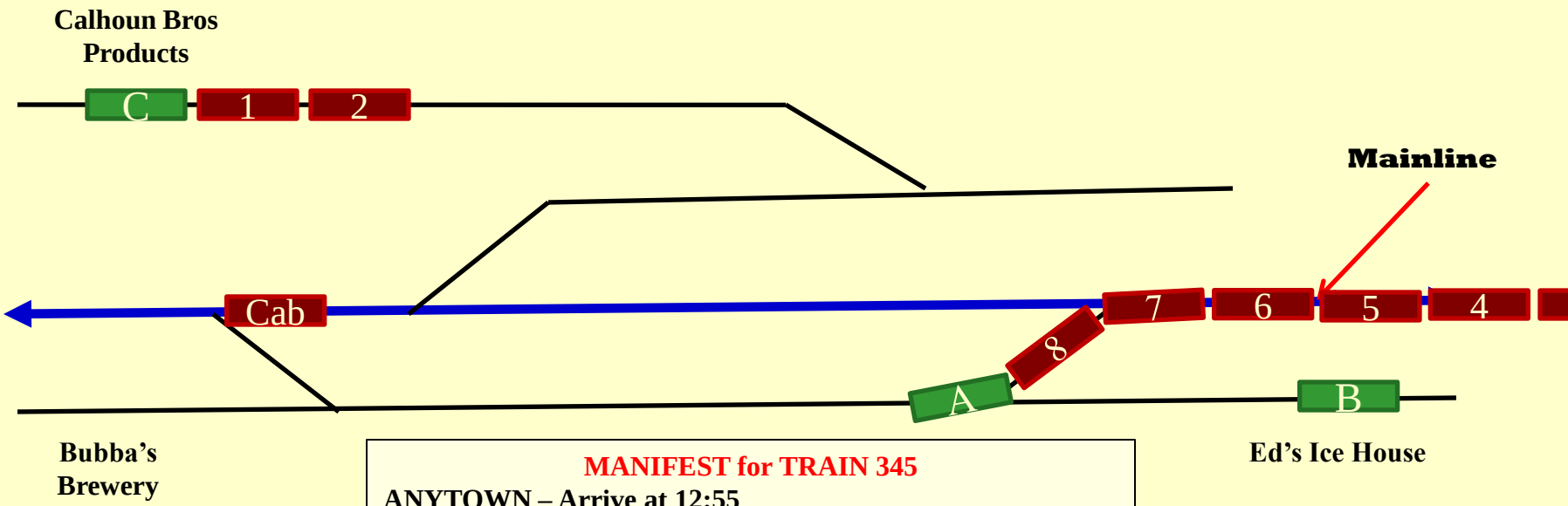

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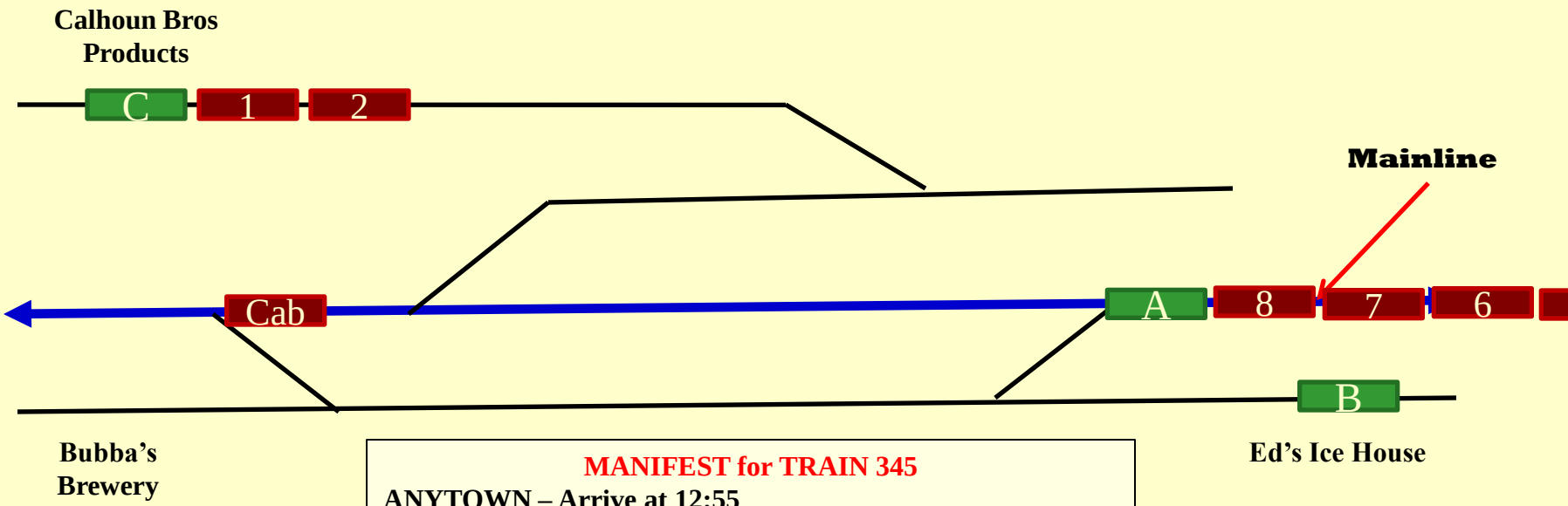

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27 Moves

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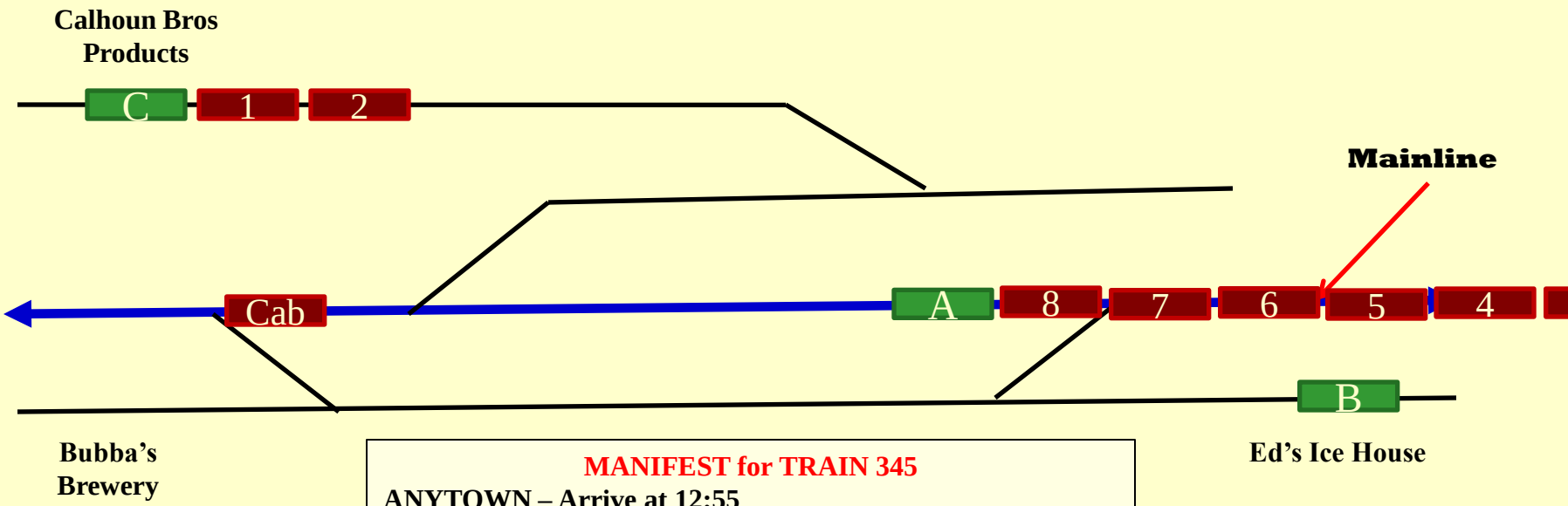

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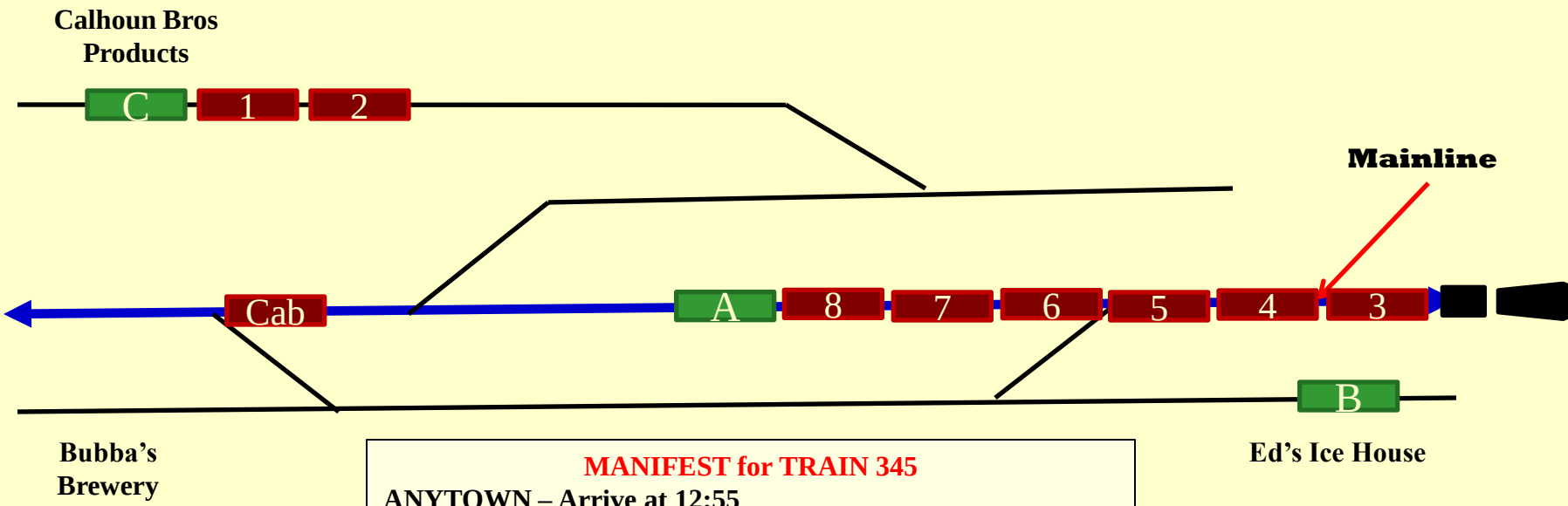

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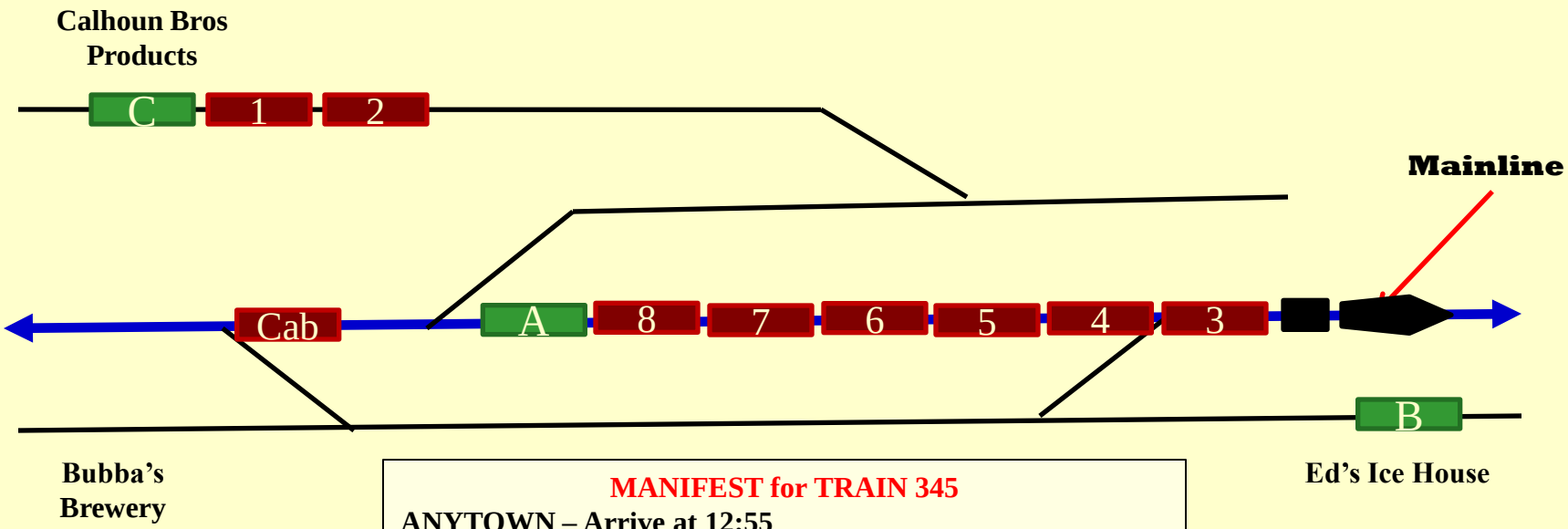

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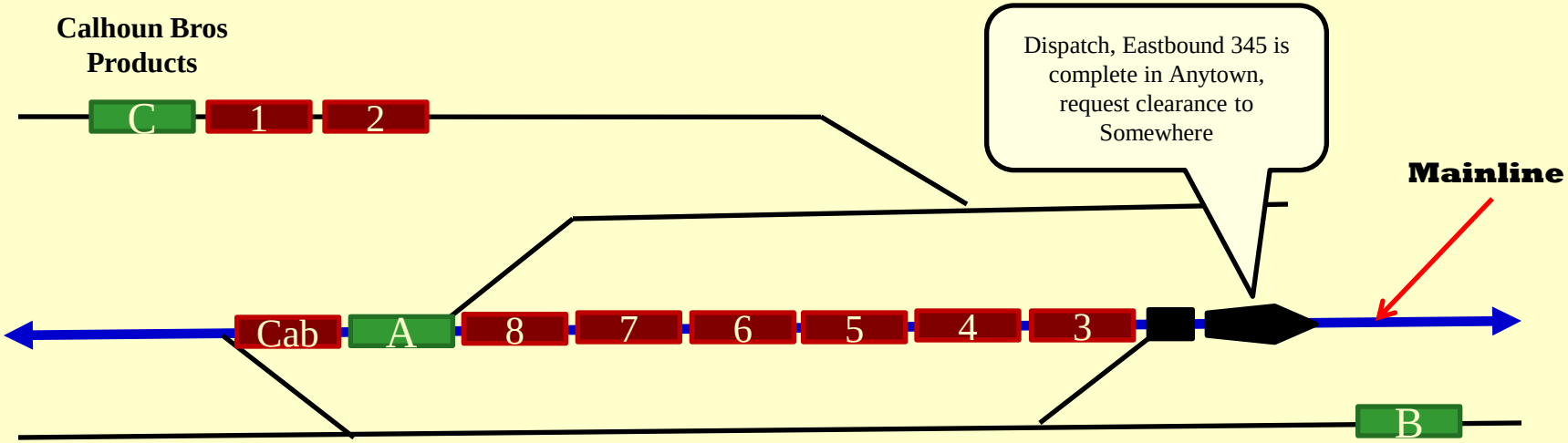

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28 Moves

Operations Primer

Next Month it's YOUR turn!

- We will meet at the **Downtown Garland** DART station at 10:00 on Saturday April 17th.
- We'll catch the **BLUE** Line at 10:24 (backup is 10:42)
- At the **Mockingbird Station** we'll transfer to the **RED** Line
- Final destination is **Cedars Station** where we'll walk over the to Southside on Lamar building (Old Sears Catalog Building on Lamar St.)
- Arrive at the **South Side Railroad Modelers club** just about12:00
- We'll operate using two-man crew (one experienced and one new operator)
- The session should last until 2:30 or 3:00
- The **RED** Line departs **Cedars Station** every 20 minutes starting at 2:46
- Make the change to the **BLUE** Line at **Mockingbird Station** again.
- Arrive back at the **Downtown Garland Station** about 45 minutes after departing SSRM.
- Visit railroadmodelers.com for maps to the South Side Railroad Modelers if you prefer to drive yourself, however, be advised parking is limited.

Operations Primer

Next Month it's YOUR turn!

There are 5 rules to observe

Operations Primer

Rule #1

Have FUN!

Operations Primer

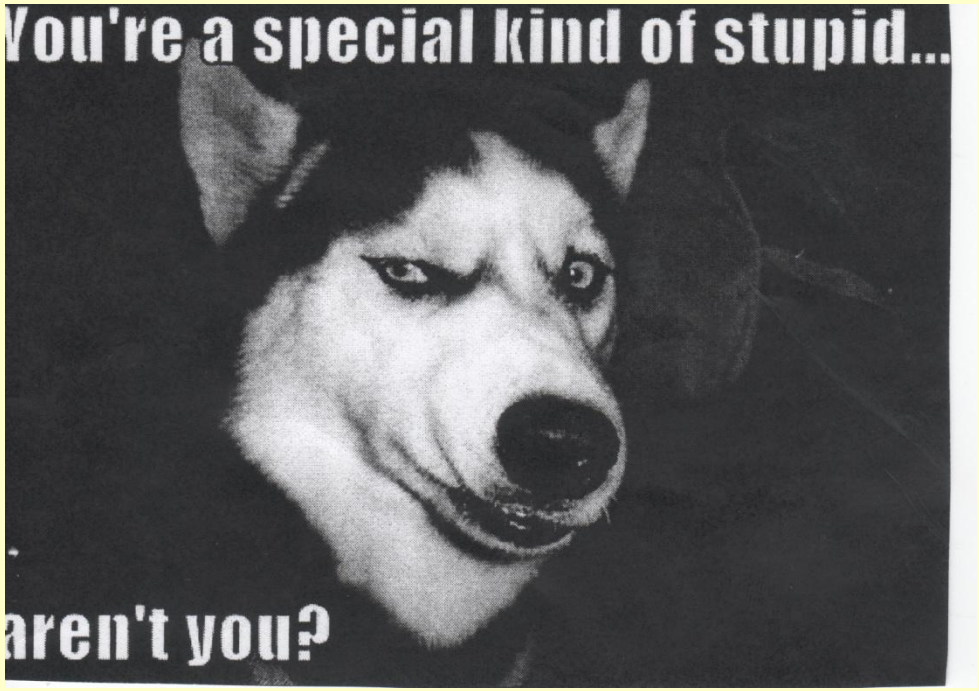
Rule #2

Don't by shy

this is your opportunity to learn at your own pace with no one criticizing anyone.

Operations Primer

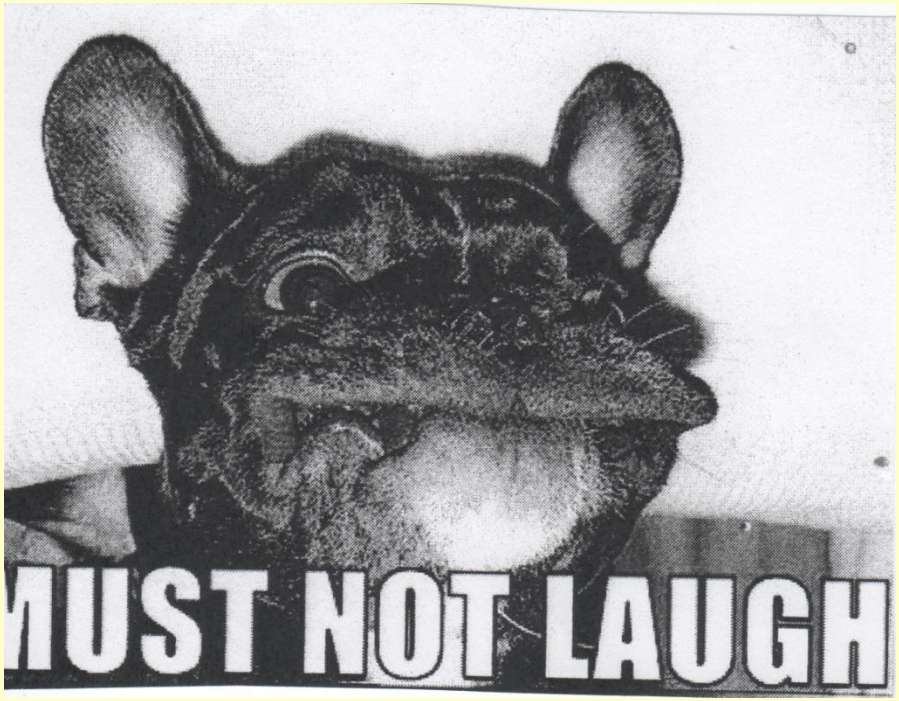
Rule #3



There will be NO comments like this!

Operations Primer

Rule #4



Or reactions like this!

Operations Primer

Rule #5

HAVE FUN and be safe going home.